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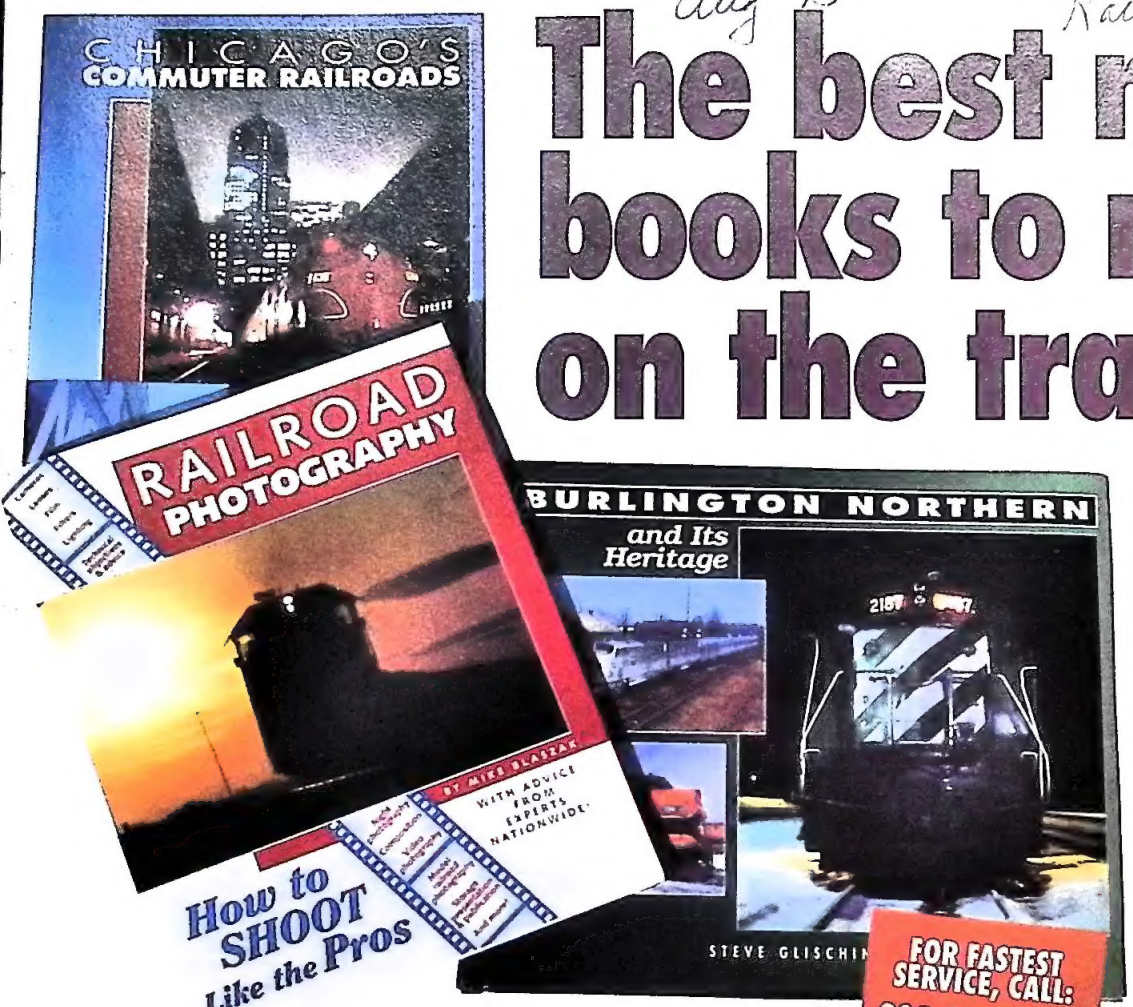

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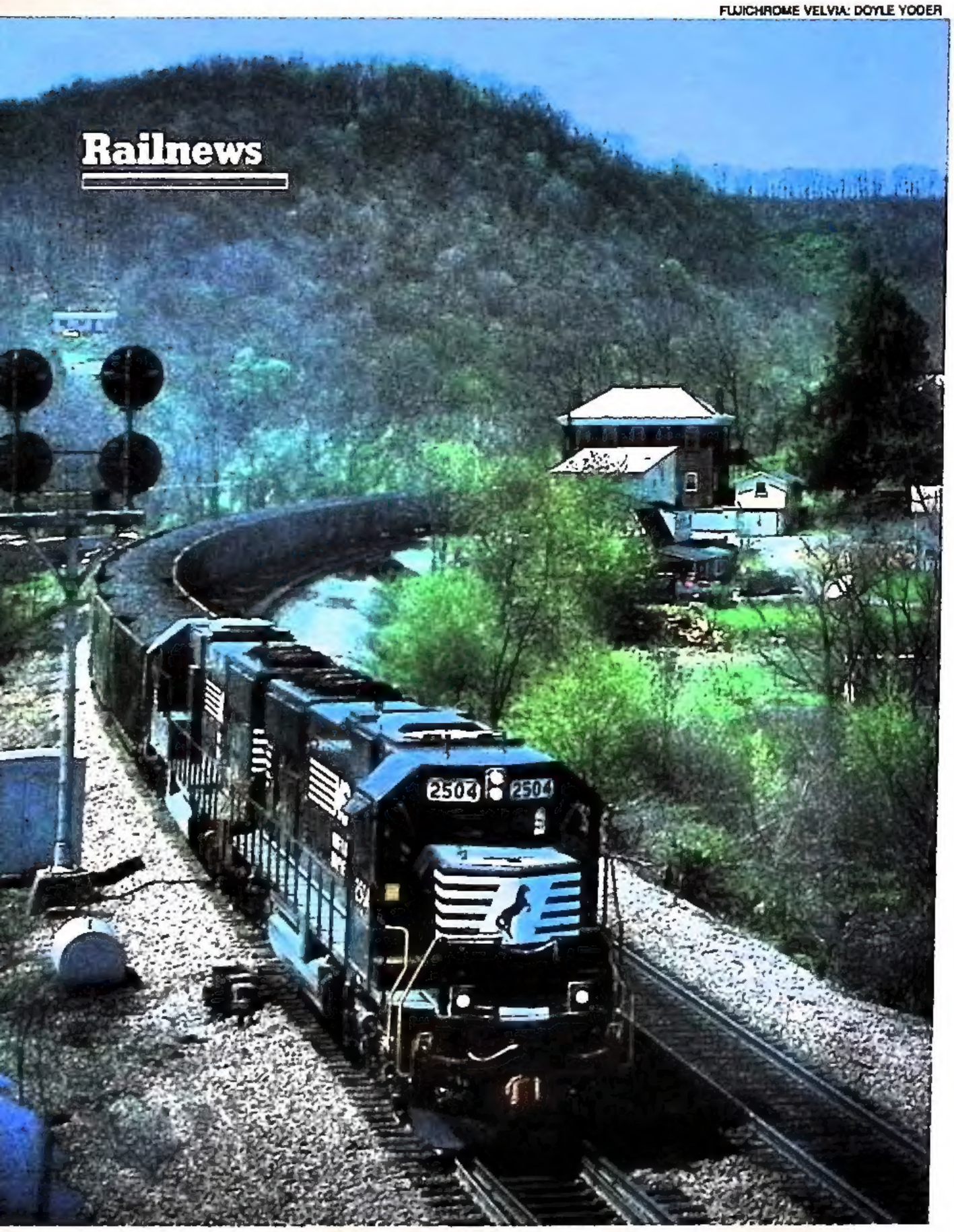
AMTRAK's AMD-103s will wear stylish striping as shown by the 802 at GE's Erie, Penn., plant. See page 42.

FUJICHROME VELVIA: DOYLE YODER

Railnews



NORFOLK SOUTHERN SD70s 2504 and 2505 made their initial test run moving a unit coal train from Bluestone, Virginia, to Bluefield, West Virginia, on April 27. They were photographed en route at Falls Mills, Va. See page 42.

EKTACHROME: ED WOSKOWICZ

CUYAHOGA VALLEY LINE is now leasing "WM" FPA4 305, shown at Peninsula, Ohio, May 7, 1993, and it is being repainted into D&H warbonnet blue. See page 42.

CLARENDON & PITTSFORD GP9 752 **(below)** has been bought by the Black River & Western. See page 42.

FUJICHROME: WALT LANKENAU

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From the Publisher's desk: Traction

For the past decade, the metamorphosis of the street railway into light rail has been bringing joy to trolley fans and is creating a whole new army of traction buffs.

Electric railways departed this scene for a variety of reasons, mostly economic. Buses could change their routes at will and were cheaper to buy and operate. It was alleged that streetcars blocked traffic, that autos got stuck in girder rail ruts and that trolleys could be blocked by double parked cars and trucks. Not as well known was the political maneuvering and payoffs persuading city fathers to crusade for "modern" buses to replace "antique" trolleys. Even reportage in the staid New York Times was prone to use these adjectives. It would be decades before advocates would link motor exhaust with smog problems.

Streetcar lines of yesteryear had cousins in the interurban lines: high speed trolley lines running between cities at speeds rivaling steam railroads. If the interurbans lacked city routes at the ends of their journeys, they would often acquire trackage rights over these lines. Seeing a 60-foot car negotiate sharp city curves was a delight to the eye and somewhat screechy to the ear. Sometimes the street curves had to be widened a bit to accommodate a wider turning radius, much as 60-foot semi trucks go around city streets today.

Of the hundreds of interurban lines and trolley lines, some are remembered today as having had a mystique and glamour above and beyond. The Pacific Electric with its myriad of lines spreading out from Los Angeles operated everything from heavy steel multiple unit cars to four-wheeled Birneys, steeplecabs and steam locomotives. In Los Angeles, PE shared one rail with the narrow gauge Los Angeles Street Railway.

The Midwest was dotted with interurbans, among them the Indiana Railroad and the Cincinnati & Lake Erie, both still remembered fondly by fans. Both the Illinois Terminal (unbelievably, now part of Norfolk Southern) and the North Shore survived into the streamlined train era.

The Philadelphia & Western and the Lehigh Valley Transit were two happily remembered Eastern lines, both standard gauge in a state were most traction lines were wide gauge so freight trains would never run down city streets! The Laurel Line and West Penn systems, somewhat less known, were their equals among trolley buffs. Can I forget Oregon Electric, the Bamberger, Washington Baltimore & Annapolis, Memphis Street Railway, Public Service Fast Line or Montreal & Southern Counties? San Francisco's cable car operation was and is a system unto itself.

Vermont's Springfield Terminal Railway would one day own most of the Maine Central and Boston & Maine diesel fleet. The Fonda Johnstown & Gloversville would become one of the Delaware & Otsego (NYS&W) branches. Vestiges of trolley operation are still visible in the Sand Springs Railway diesel shop in Tulsa. The Key System would someday be replaced with a wide track BART subway system.

Once owned by the NYNH&H, the Connecticut Street Railway's yellow cars covered the Nutmeg State, and the line lives on at the Branford, Warehouse Point and Seashore trolley museums, as well as in a new book, *Connecticut Company Streetcars*, by Fred Kramer and Ed Wadhams to be released July 6 by Carstens Publications, Inc. Soft cover edition at $21.95 and deluxe hard cover edition at $26.95

RAILFAN & RAILROAD

August 1993 /vol.12 no.8

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Cover

Judging by the images and events of April and May 1993, "What year is it anyhow?" is a legitimate question. So excuse us, if you will, from our usual format of short lines and diesel action while we savor this unexpected time warp. Union Pacific renumbered Challenger 3985 to recreate the trip with sister 3967 in May 1953; here on May 15, 1993, the "3967" executes a photo runby at Lynch. Ross Grenard describes the two 3967 excursions in his feature on page 60. Fuji Velvia by Jim Boyd. In fresh 1955 livery, the UP's A-B-A set of rebuilt E9s ducks under the Route 34 bridge near Benton, Illinois, on April 26, 1993, on a break-in run from Paducah to Council Bluffs. See the news on page 68. Fuji Velvia by David Goodheart.

And what's a rotary snowplow doing on the *August* cover? See the story beginning on page 51. Kodachrome by Mike Del Vecchio.

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Fanmail

On IC FP45s

The June '93 issue of R&R was great. As with all his articles, Preston Cook's series on the SD45 is extremely interesting and has exposed me to a great deal of information that I had never read before. If you would, please encourage Mr. Cook to write a similar series of articles on my favorite diesels, the E6s and E7s.

Speaking of the '45s, a fellow railfan recently informed me that the Illinois Central came close to owning FP45s. On December 18, 1968, the IC placed order number 5762 for five FP45s but canceled it on January 8, 1969. If those locomotives had been delivered their horsepower would have been triple that of the *Green Diamond* of 1936 — IC's first diesel streamliner.

CLIFF DOWNEY
Almo, Ky.

Howling SD45s

Add Santa Fe to the list of railroads with SD45 howlers.

M.C. MARTIN
AT&SF engineer
Kansas City, Mo.

Hustle Muscle details

Regarding the article on *Hustle Muscle*, note that the BN shop crew did an excellent job of repainting this locomotive. However, they didn't get the curvature of the dark green quite the same on the front of the engine. Compare the front cover and inside pictures.

It should also be noted that the "Hustle Muscle" lettering on the sides of the 400 was blue-gray, not GN dark green as it is now.

These aren't meant as complaints but just as information to GN-era modelers who want to get it just right.

MICHAEL J. DENUTY
Spokane, Wash.

Conventional recovery

Just as your June '93 issue with its "editorializing" about the '88 Convention was available at hobby shops, the Tri-State Chapter NRHS settled its last "claim" for a refund. During the five years since this ambitious undertaking, our refunds have totalled more than $40,000 to hundreds of NRHS members. We are very grateful to those who donated their refunds to the group and to those who made no claims at all. But each and every claim was dealt with, which was no small feat.

While our convention did have its problems, it proved that, within a few hundred, only a certain number of people pay to attend NRHS Conventions, even in the most densely populated area of the country. The lesson here is to plan, market and price future conventions to make a profit from that number of people.

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Only months after the '88 convention was over, co-chairman Bill Ward died of cancer. And yes, the convention was a significant blow to our credibility and morale. That "chapter" is now behind us, and in 1994, with new faces and enthusiasm, Tri-State will celebrate its 30th Anniversary as a group and its 20th Anniversary as an NRHS Chapter. Count on seeing some of our activities in your news pages.

JOHN K. FIORILLA
1988 Convention co-chairman
Tri-State Chapter NRHS
Morristown, N.J.

Rotary rosters

I very much enjoyed Blair Kooistra's article in the May '93 issue about using the rotaries in the Northwest. The article would have been much more complete, I feel, if it contained a roster of the remaining snow fighting equipment on the featured railroads.

ROBERT R. BAHRS
Morris Plains, N.J.

Major typo,

Wonder if I'm the first to tell you that there's no "e" in Pinsly, reference the July '93 issue, page 11. And consistent, too, as it is misspelled each time it is used.

WALT LANKENAU
Blairstown, N.J.

"Benny and Joon" and railroads

I don't know if anyone else has mentioned this or not, but in the opening sequences of the MGM film "Benny and Joon" are some nice shots of a Pend Oreille Valley Railroad passenger train. There are a couple freight cars at the end of the train that don't show up too well, but one looks like it might be an MRL boxcar.

JEFF HENDRICKS
Rapid City, S.D.

GEs back on the B&A

Mr. Schermerhorn's article in the May '93 issue titled "Where did all those C30s go?" on Conrail's former-B&A main line seems to have set off "the jinx." Since that article appeared, many of the C30-7As have returned with a vengeance. And now, with a new operating rule of a minimum of 24 axles on the B&A, we get to see them in quadruple! At least this week, April 19-23, we were treated to EMD's SD70M demos on this line.

JOHN M. GOULD
Valatie, N.Y.

Rio Grande, the movie

I almost hate to write this as it indicates how far behind I am in my reading. But, reference the February '93 VIDEOS concerning the movie "Denver & Rio Grande."

You mention the orange ("Grande Gold"), black and silver paint on No.268 (a.k.a. "the Bumblebee"), as derived from the F-units. As far as I can tell, it was the other way around! The best reference is Joseph Strapac's *Rio Grande Diesels — A Pictorial History, Volume 1.* On page 8 is a photo of the 268 with FT 5404 in the older black and yellow paint on display in Denver during May 1952. The display was in connection with the movie premier. The caption says "D&RGW officials liked the 268 colors so well they asked EMD to paint a sample unit." On page 75 is a photo

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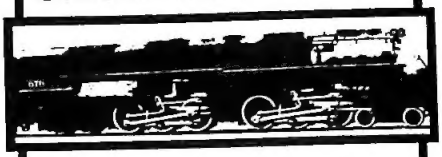

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of the sample, FT 5481, which was wrecked and rebuilt by EMD in 1951 with an F7 body. Since the movie was filmed 1951, I believe this story. I am sure the two steam engines were repainted for the movie *before* the 5481 was completed.

Incidentally, the steam engines were actually the 319 and the 345. For some reason the 345 was renumbered 268 for the big wreck, filmed July 17, 1951. Both were destroyed, but the real 268 was dolled up for publicity and later went back to work around Gunnison in the "Bumblebee" paint.

Probably the neatest footage of modern Rio Grande power in the film is the shot of PA's painted silver with a Grande Gold nose. Only the two PA sets were painted this way for about two years, but they lasted only a few months on the *California Zephyr*.

As I said, I cannot confirm this story, but it rings true to me. I seem to recall seeing it somewhere else, but I can't find the reference now.

GORDON BASSETT
Colorado Springs, Colo.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1993 Excursion Season. The following listings indicate **Date**, locomotive, route and (sponsoring organization). See coded listings at the end for addresses of the sponsoring organizations and contact them for tickets, fares and specific details. Engine 611 is N&W Class J 4-8-4, 4501 is Southern Railway 2-8-2, 765 is Nickel Plate 2-8-4 and 587 is NKP 2-8-2.

July 10, 611 Cincinnati, Ohio, to Knoxville, Tenn., one way (CRC); **July 11**, 611 Knoxville to Cincinnati one way (CRC); **July 17-20**, "Independence Limited" route to be determined (RNRH); **July 24**, 765/587 Chicago, Ill., to Argos, Indiana, and return (CHC); **July 31**, 765/611 Fort Wayne, Ind., to Detroit, Mich., and return (FWRH).

August 1, 765/611 Fort Wayne to Detroit and return (FWRH); **August 7**, 611/diesel Buffalo, New York, to Conneaut, Ohio, and return (NNRH).

September 11, 611 Bellevue, Ohio, to Kenova, W.V., one way (MADR); **September 12**, 611 Kenova to Bellevue one way (MRNK); **September 18-19**, 611 Columbus, Ohio, to Kenova, W.V., and return (ORYM); **September 25-26**, 611 Alexandria to Front Royal, Va., and return (WDCA).

October 2, 611 Bristol to Roanoke, Va., and return (WVC); **October 9**, 611 Roanoke to Walton, Va., and return, twice (RNRH); **October 10**, 611 Roanoke, Va., to Bluefield, W.V., and return (RNRH); **October 9-10**, 4501 Huntsville, Alabama, to Chattanooga, Tenn., and return (NARM); **October 16**, 611/diesel Richmond to Lynchburg, Va., and return (ODC); **October 17**, diesel/611 Richmond to Lynchburg and return (ODC); **October 23**, 611 Greensboro, N.C., to Roanoke, Va., and return (GNRH); **October 24**, 611 Greensboro to Asheville, N.S., and return (GNRH); **October 30**, 611 Charlotte, N.C., to Toccoa, Georgia, and return (PCCN); **October 31**, 611 Charlotte to Asheville, N.C., and return (PCCN).

November 6-7, 611 Atlanta to Toccoa, Ga., and return (ANRH); **November 13-14**, 611 Birmingham, Ala., to Chattanooga, Tenn., and return (HOD).

The sponsoring organizations are: (ANRH) Atlanta Chapter NRHS, P.O. Box 1267, Duluth, GA 30136-1267; (CHC) Chicago Chapter NRHS, 5246 South Newland, Chicago, IL 60638; (CRC) Cincinnati Railroad Club, P.O. Box 27050, Cincinnati, OH 45227; (FWRH) Ft. Wayne Railroad Historical Society, P.O. Box 11017, Ft. Wayne, IN 46855; (GNRH) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (MADR) Mad River & NKP RR Historical Society, 233 York Street, Bellevue, OH 44811; (NARM) North Alabama Railroad Museum, P.O. Box 4163, Huntsville, AL 35815; (NNRH) Niagara Frontier Chapter NRHS, P.O. Box 298, Getzville, NY 14068; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (ORYM) Ohio Railway Museum, P.O. Box 171, 990 Proprietors Road, Worthington, OH 43085; (PCCN) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28220; (RNRH) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (WDCA) Washington D.C. Area Joint Trip Committee, P.O. Box 278, Kensington, MD 20895; (WVC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605.

C&O 2-8-4 2765 (NKP 765 relettered and cosmetically altered) is scheduled to power the following steam excursions, on CSX trackage except as noted. Each trip listing indicates **Date**, route and (sponsoring organization). See coded sponsor listings at the end for addresses of the appropriate organizations and contact them for tickets, fares and specific details.

July 31, Fort Wayne to Muncie, Ind., on NS (FWRH).

August 1, Fort Wayne to Lafayette, Ind., (FWRH); **August 14-15**, Plymouth to Grand Rapids, Mich., (BMC); **August 21-22**, Akron, Ohio, to Pittsburgh, Pa., (ORHS); **August 28-29**, Lima to Cincinnati, Ohio, (AH).

September 11, Cincinnati to Russell, Ky., (CRRC); **Septem-**

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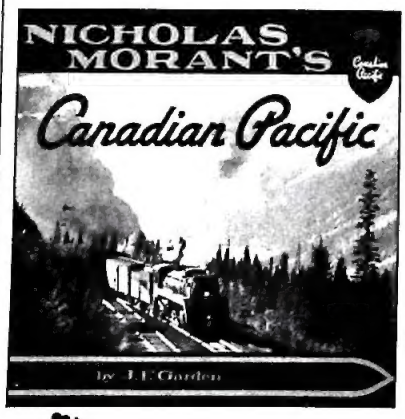

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ber 12, Cincinnati, to Indianapolis, Ind., (CRRC); **September 18-19**, Paducah to Princeton, Ky., on P&L (FWRH); **September 25-26**, Louisville to Bowling Green, Ky., (KRM).

October 2-3 Knoxville to Corbin, Ky., (OSC); **October 16-17**, Huntington to Hinton, W.V., (CPH); **October 23-23**, Huntington to Hinton.

November 6-7, Clifton Forge, Va., to Hinton, W.V., (COHS).

The sponsoring organizations are: (AH) American House, Met Bank Building, 127 North Elizabeth Street, Lima, OH 45801; (BMC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296; (COHS) C&O Railroad Historical Society, P.O. Box 79, Clifton Forge, VA 24422; (CPH) Collis P. Huntington Railroad Historical Society, 1429 Chestnut Street, Kenova, WV 25530; (CRRC) Cincinnati Railroad Club, P.O. Box 14157, Cincinnati, OH 45250-0157; (FWRH) Fort Wayne Railroad Historical Society, P.O. Box 11017, Fort Wayne, IN 46855; (KRM) Kentucky Railway Museum, P.O. Box 240, New Haven, KY 40051-0240; (ORHC) Orrville Railroad Heritage Society, P.O. Box 11, Orrville, OH 44667; (OSC) Old Smoky Chapter NRHS, P.O. Box 601, Knoxville, KY 37907.

HAWTHORNE, NEW JERSEY, through October 24. New York, Susquehanna & Western steam excursions to Campgaw and return powered by Chinese 2-8-2 142. Departs 10am, noon and 2pm on weekends, and noon and 2pm on Wednesday, Thursday and Friday (weekday runs through August only). Adults $9, kids 12 and under $5, lap babies free. For more information phone the Hawthorne station 9am-4pm Wednesday-Sunday at 201/427-7866.

SCRANTON, PENNSYLVANIA, July 3-October 31. Steam excursions out of Steamtown National Historic Site east to Moscow on Fridays, Saturdays and Sundays. This year marks the return of Steamtown trips through Nay Aug Tunnel and Roaring Brook Gorge. CPR 4-6-2 2317 and CNR 2-8-2 3254 will be used alternately to power the 2½-hour round trips, which depart at 10am and 2pm. Adults $7, ages 12 and under $3, groups of 24 or more $6 each. Contact: Steamtown Volunteer Association, 150 S. Washington Avenue, Scranton, PA 18503; 717/961-2035.

CLASSIC RAIL CARS, 2612 Dewitt Avenue, Alexandria, VA 22301 (703/519-5230) will operate the following luxury rail trips aboard private car *Blue Ridge* coupled behind regularly scheduled Amtrak trains. Space is limited so reserve tickets early. **July 3-5**, New York-Pittsburgh to celebrate 5 years of service, $499. **July 9-12**, New York and Newark to Salisbury, North Carolina, for railfan weekend at Spencer Shops, $699.

GREAT LAKES EXPLORERS VII, July 3-10. All private car train will run Minneapolis-Milwaukee via Superior, Duluth, Two Harbors, Allen Junction, Iron Junction, Hibbing, Ladysmith, Rice Lake, Ashland, Rhinelander, Laona, Green Bay, Manitowoc and other points over ex-DSS&A, Soo, C&NW, GB&W and CMSt.P&P lines with dome, sleepers, open platform business cars and diner. Fares $2450 per person, double occupancy; $300 roomette supplement. For details contact: High Iron Travel, Box 50116, Minneapolis, MN 55405; 603/382-4515.

PASADENA, CALIFORNIA, July 4. 100th Anniversary of Mt. Lowe Railroad at remnants of Echo Mountain Hotel atop summit of Echo Mountain, five miles northwest of Pasadena, beginning at 9am. Transportation to summit available by reservation. Souvineers will be sold. Contact: Pacific Railway Society c/o Skip McNevin, 818/398-7460 or Brian Marcroft, 310/868-8919.

CHICAGO, ILLINOIS, July 9. Railroad Club of Chicago will operate excursion using scheduled Metra/BN suburban service to Aurora featuring photo/movie opportunities at various locations. Depart Union Station 4:52pm, return 8:12 pm. Adults $20, under 12 $10. Contact: RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

SPENCER, NORTH CAROLINA, July 10-11. North Carolina Transportation Museum 6th Annual Rail Days featuring B&O Railroad Museum's operating replica of the *Tom Thumb*, dining car with breakfast, lunch and dinner by advance reservation, equipment displays and much more. Admission $10 per day, railroadiana show $2, Saturday night photo session $5. Contact: NCTHC, P.O. Box 44, Spencer, NC 28159; 704/636-2889.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122; (916/836-1745) is sponsoring the following luxury rail tour out of Oakland, California, aboard open observation car *Virginia City* and either ex-*Super Chief* dome *Plaza Santa Fe* or sleeper *Cascade Nights*, coupled behind regularly-scheduled Amtrak trains. Fares shown are for one-way/round trip, and include all meals and drink. $199/$299.

July 13-15, Sacramento and Reno. $199/$299.

FRANKLIN (CINCINNATI), OHIO, July 16-18. Three Rivers Narrow Gauge Historical Society 1993 Annual Conference at Holiday Inn of Middletown, I-75 at State Route 122. Ride on former narrow gauge Cincinnati, Lebanon & Northern Railway and learn about other Eastern narrow gauge lines. Contact: James Foster, 2600 Shroyer Road, Dayton, OH 45419; 513/299-1599.

WEST CRESSONA, PENNSYLVANIA, July 17. Blue Mountain & Reading "Mountain Picnic Ramble" steam excursion with 4-6-2 425 to McAdoo and Delano. Departs 9am, returns 5:30pm. Adults $30, 12 and under $7, vista dome $50. Tickets must be ordered in advance. Contact: Blue Mountain & Reading Railroad, P.O. Box 425, Hamburg, PA 19526; 215/562-2102 or 215/562-4083. VISA and MasterCard orders phone: 800/345-7215.

CENTRAL STATES CHALLENGER SPECIAL July 18-19 and 25-26. Camerail Club and St. Louis Chapter NRHS will sponsor steam excursions to and from NRHS Chicago convention pow-

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ered by UP 4-6-6-4 3985. One-way fares for each segment range from $60 to $134 for coach and $129-$174 for dome. Return bus service at additional cost. **July 17** Omaha-Kansas City. **July 18** Kansas City-St. Louis via River Sub. **July 19** St Louis-Chicago. (**July 20-24** Convention activities.) **July 25** Chicago-St. Louis. **July 26** St. Louis-Kansas City. For ticket information phone Dave Seidel during evenings at 402/563-1624, or send SASE to: UP Steam '93, St. Louis Chapter NRHS, 1135 Colonnade Center, Suite 321, Des Peres, MO 63131.

PRIVATE CARS TO CHICAGO for the NRHS National Convention. Washington D.C. Chapter NRHS will operate restored Pullman heavyweight buffet-lounge *Dover Harbor* and a Streamliner era sleeper behind Amtrak's *Capitol Limited*, Washington, D.C.,-Chicago July 19-20, Chicago-Washington, D.C., July 25-26. Onboard meals, cocktails, snacks and sleeping accommodations. Round trip fares from $475 for chapter members, from $525 for non-members. Contact: Washington D.C. Chapter NRHS c/o Henry Bielstein, 13425 Reid Circle, Ft. Washington, MD 20744-6522; 301/292-9592.

CHICAGO, ILLINOIS, July 21-25. 53rd Annual NRHS National Convention hosted by Chicago Chapter NRHS. Convention-sponsored trips and events are scheduled for dates shown. For further information, contact: 1993 NRHS Convention, P.O. Box 53, Oak Park, IL 60303; or phone 312/342-4244.

July 21: Metra train Chicago-Elgin, with bus connection to Illinois Railway Museum for special IRM excursion.

July 22: UP 4-6-6-4 3985 round trip over ex-C&EI main Dolton to Findlay, or optional CTA excursion on Chicago's elevated transit system.

July 23: Meetings, symposiums and annual banquet and night photo sessions.

July 24: NKP 2-8-2 587 and NKP 2-8-4 765 doublehead over ex-Nickel Plate main from Calumet Yard to Argos, Indiana; evening film festival.

July 25: Excursion on Chicago SouthShore & South Bend, and C&NW 4-6-0 1385 trip on ex-Rock Island line Chicago-Joliet.

STOCKTON, CALIFORNIA, July 22-25. Union Pacific Historical Society 9th Annual Convention at Stockton Hilton Inn. Tours of UP facility in Stockton, San Francisco-Oakland area including APL container terminal, California State Railroad Museum, train ride and evening meal and more. For details phone Bill Settle at 415/327-5948.

PHILADELPHIA, PENNSYLVANIA, July 24. Rail to the Fair '93 special Amtrak train to Seaford, Delaware, via portion of Northeast Corridor and Conrail's Shellpot, New Castle and Delmarva secondary lines. Includes stop at Delaware State Fair at Harrington. For fares, station stop locations, pacer passes and other information, phone Doug Andrews at 302/995-6419.

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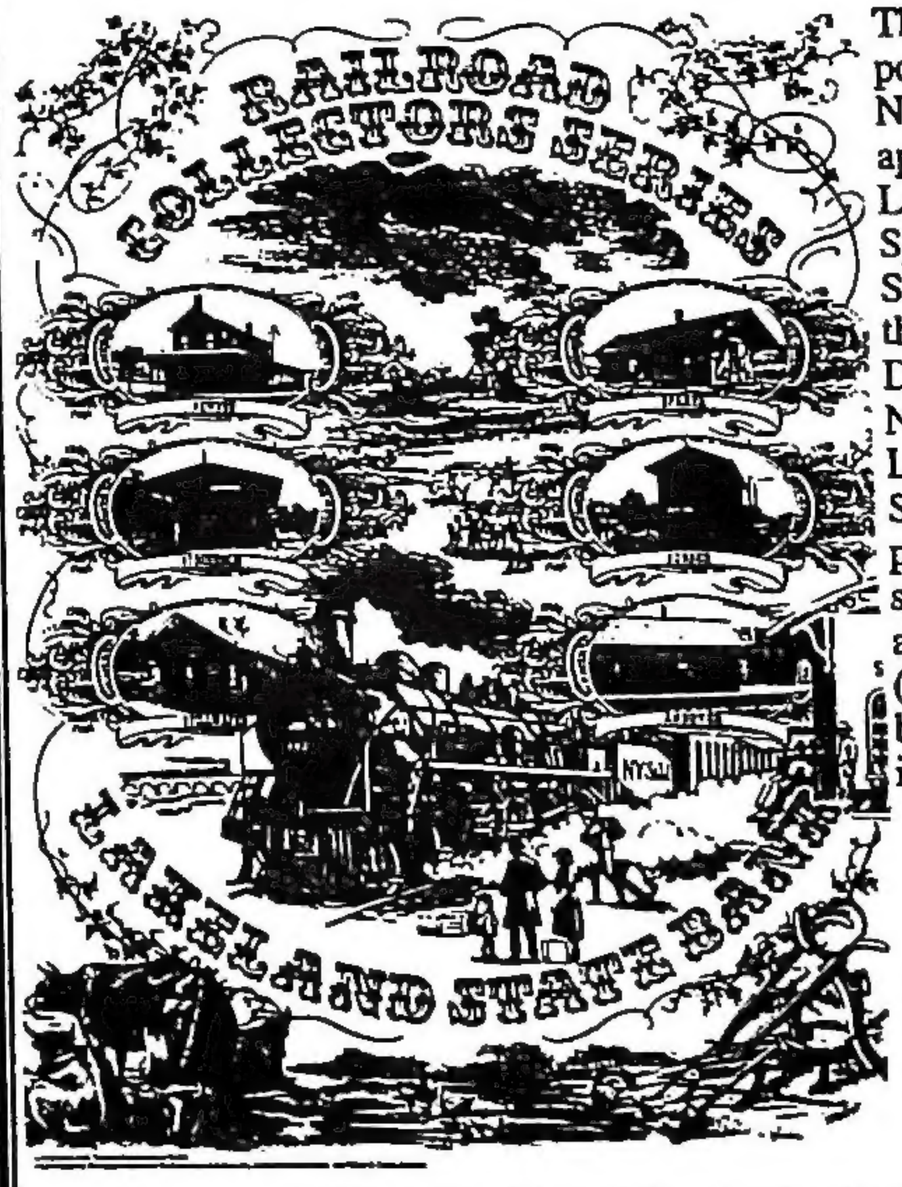

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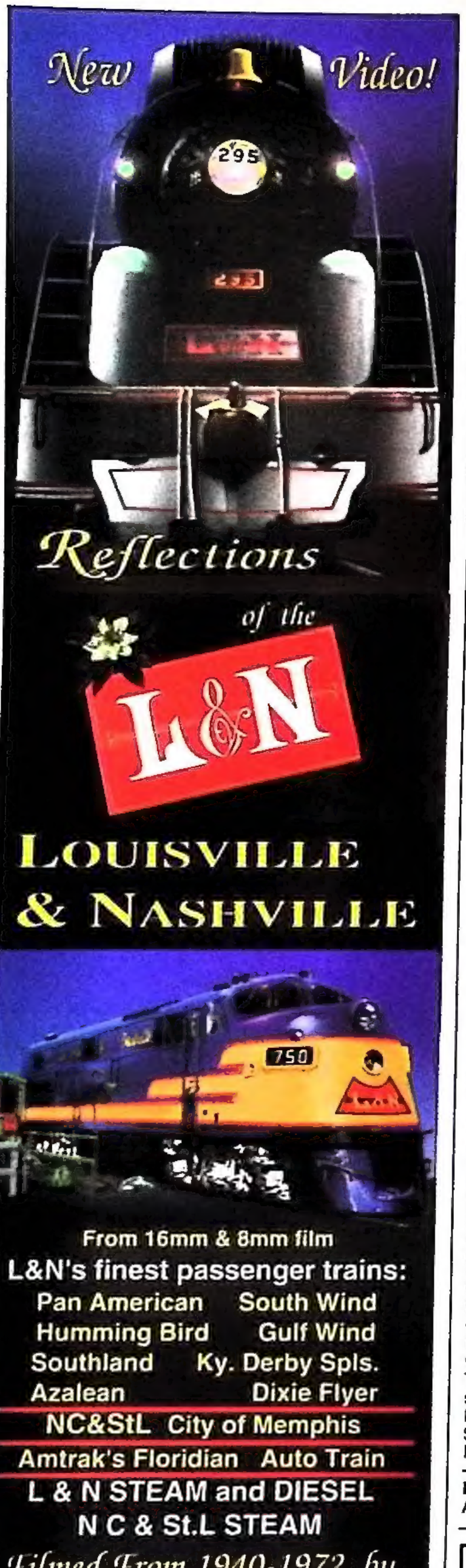

CALGARY, ALBERTA, July 24-25. Railway Days at Heritage Park Historical Village. Watch steam-hauled passenger and mixed trains running on the park's mile-long captive track with matched ex-US Army 0-6-0s. Plus modelling displays, demonstrations of turntable and telegraph operations, all in authentic atmosphere of pre-1914 prairie village. Contact: Heritage Park Historical Village, 1900 Heritage Drive SW, Calgary, ALTA, Canada T2V 2X3; 403/259-1900.

TOPEKA, KANSAS, July 31. UP 4-6-6-4 3985 will power round trip steam excursion to Abilene on ex-Kansas Pacific route using all-UP consist. Coach $125, dome $150. Contact: Topeka Railroad Days, 605 S. Kansas Avenue, Topeka, KS 66603; 913/232-5533.

CHICAGO, ILLINOIS, August 6. Railroad Club of Chicago will sponsor excursion using regularly scheduled Metra suburban service over Rock Island main line between Chicago and Blue Island with photo opportunities at various locations. Departs LaSalle Street Station 4:57pm, returns 7:43pm. Adults $15, under 12 $8. Contact: RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

CHICAGO, ILLINOIS, August 8. Omnibus Society of America will operate excursion on regularly scheduled South Shore Line trains to New Carlisle, Ind., for buffet lunch at Miller's Home Cafe. Depart 10am, return 5pm. Fare $30. Contact: Omnibus Society of America, 15329 Chicago Road, Suite 12, Dolton, IL 60419; 708/849-5393.

CLE ELUM, WASHINGTON, August 13-14. MILWEST 1993 Annual Meet at Cle Elum/Roslyn High School Commons 7-11pm Friday, 10am-11pm Saturday. Admission $5, family maximum $7.50. Contact: Rocky Gibbs, West 444 15th Avenue, Spokane, WA 99203-2110.

MILBANK, SOUTH DAKOTA, August 13-15. Trainfest '93 featuring excursion to Corona on Sisseton Milbank Railroad using ex-Soo Line and Milwaukee Road coaches of pre-1940s vintage with special RPO cancellation and mail service on board. Plus slide shows, antiques, models and more. Train fare: adults $8, children $5. Model exhibits: adults $1, children free. Contact: Milbank Chamber of Commerce, 203 South Main, Milbank, SD 57252; 605/432-6656.

STRASBURG, PENNSYLVANIA, August 17-22. Circus Week at Railroad Museum of Pennsylvania. Dozens of displays by Circus Model Builders International, plus live circus performances on Saturday and Sunday. Contact: Railroad Museum of Pennsylvania, P.O. Box 15, Strasburg, PA 17579; 717/687-8628.

STEVENS PASS, WASHINGTON, August 21-22. Pacific Northwest Field Seminars will conduct a two-day field study of Stevens Pass Railroad History. Explore the original Great Northern switchbacks, snowsheds, horseshoe loops and 2.6-mile tunnel at Stevens Pass in the Cascade Mountains east of Seattle which were featured in the April 1993 R&R. Illustrated presentations and field trips, two nights lodging and two meals at Stevens Pass Mountaineers Lodge. Bring own lunch for Saturday. Enrollment $65. Contact: Pacific Northwest Field Seminars, 83 South King Street, Suite 212, Seattle, WA 98104; 206/553-2636.

CHICAGO, ILLINOIS, September 4. Omnibus Society of America will operate excursion to Fox River Trolley Museum in South Elgin. Depart Chicago Union Station 8:40am via ex-Milwaukee Road, return 7:14pm via ex-Burlington from Aurora. Fare of $20 includes rail and bus travel, photo sessions at Aurora, Elgin and Geneva and unlimited rides and photography at museum. Contact: Omnibus Society of America, 15329 Chicago Road, Suite 12, Dolton, IL 60419; 708/849-5393.

CHICAGO, ILLINOIS, September 5. Railroad Club of Chicago will operate excursion to East Troy Electric Railroad in East Troy, Wisconsin, using scheduled Metra (Milwaukee Road) suburban trains Chicago-Fox Lake and chartered bus beyond. Depart Chicago Union Station 8:35am, return 6:04pm. Adults $30, children $15. Contact: RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

BIRMINGHAM, MICHIGAN, September 10-12. Northern Arrow diesel powered excursion Birmingham-Durand-Petoskey on GTW and T&SB trackage with weekend hotel and meals package. Optional bus side trips to Mackinaw Island, Harbor Springs and Charlevoix. Fare $295-$378 (depending on hotel choice) per person double occupancy, $50 single supplement, $198 rail only. Contact: Bluewater Michigan Chapter NRHS, Box 296, Royal Oak, MI 48068; 313/399-7963.

INDIANAPOLIS, INDIANA, September 10-12. 10th Annual Hoosier Traction Meet at Best Western Waterfront Plaza, Exit 16A (Speedway) off I-465, noon-10pm Friday, 10am-10pm Saturday. Films, slides and discussions by prominent speakers featuring the Cincinnati & Lake Erie Railroad. R&R columnist George Smerk will report on current events in the industry. Fee $10 in advance to: Hoosier Traction Meet, 2958 Westridge Avenue, Cincinnati, OH 45238; 513/661-0042.

FREDERICKSBURG, VIRGINIA, September 11-12. Rappahannock Chapter NRHS Railfair at Spotsylvania Industrial Park, 10am-4pm. Prototype displays from CSX, Amtrak, VRE, Buckingham Line Bar Gang, plus model show and sale. Contact: Railfair, Rappahannock Chapter NRHS, P.O. Box 42025, Fredericksburg, VA 22404; or phone Ralph Littlefield, Fredericksburg Area Board of Tourism, 800/654-4118.

RUTLAND, VERMONT, September 11-12. Excursions on Vermont Railway and Green Mountain Railroad trackage (ex-Rutland) to North Bennington and return Saturday and to Bellows Falls one way Sunday. For details, contact: Massachusetts Bay Railroad Enthusiasts, P.O. Box 8136, Ward Hill, MA 01835; 617/489-5277.

SCRANTON, PENNSYLVANIA, September 17-19. Railphoto '93 at Steamtown National Historic Site, hosted by Steamtown Volunteer Association and National Park Service. **Friday:** Budd car trip to Pocono Summit, evening dinner train and night photo session. **Saturday:** steam powered passenger and freight trains (CPR 4-6-2 2317 and CNR 2-8-2 3254) and banquet at Lackawanna Station Hotel. **Sunday:** doubleheaded steam trip to Moscow. For details and order form, send SASE to: Steamtown Volunteer Association, P.O. Box 448, Chinchilla, PA 18410-0884; or phone 717/346-0660.

STAMPEDE AND SNOQUALMIE PASSES, WASHINGTON, September 18-19. Pacific Northwest Field Seminars will conduct a two-day field study of the former Northern Pacific and Milwaukee Road grades over the Cascade Mountains. Class combines illustrated presentations and field trips dealing with central Cascade Range railroad history. Lodging and meals at Mountaineer's Meany Ski Lodge near Stampede Pass. Enrollment $85. Contact: Pacific Northwest Field Seminars, 83 South King Street, Suite 212, Seattle, WA 98104; 206/553-2636.

PINE BLUFF, ARKANSAS, October 15-17. Cotton Belt 4-8-4 819 excursion to Tyler, Texas, (layover at Tyler October 16). Numerous intermediate stops available. Coach: one way $100, round trip $150. First class: one way $125, round trip $200. Segments between intermediate points $15 each in Arkansas, $10 each in Texas. Contact: Cotton Belt Rail Historical Society, P.O. Box 2044, Pine Bluff, AR 71613; 501/541-1819.

INTERNATIONAL TOURS

EUROPEAN RAIL VENTURE, August 19-September 2. Escorted tour departs Detroit, Michigan, for Paris (two TGVs, city tours), Bern (*Bernina Express*, narrow gauge cog lines, Brunig line, *Glacier Express*), Innsbruck, Munich, ICE to Hamburg, Amsterdam (three rail trips and canal tour) and rail back to Paris. Fare of $2950 per person double occupancy ($500 single supplement) includes air travel from Detroit, all rail travel, hotels, city tours, all breakfasts, two dinners and guide services. Contact: Bluewater Michigan Chapter NRHS, Box 296, Royal Oak, MI 48068; 313/399-7963.

RAILROADING DOWN UNDER, September 10-October 1. Professional railroader will lead 3600-mile rail tour of Australia, limited to 20 people. Begin in Cairns on Queensland's northern coast, finish in center of continent at Alice Springs. Highlights include over 160 miles behind main line steam from Adelaide to Victor Harbor; narrow, standard and broad gauge streamlined passenger trains; visits to Australian National Railways facilities; special events organized by local rail historic and

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enthusiast groups and visits to famous cities like Brisbane, Sydney and Melbourne. Schedule allows time for independent sightseeing at most cities. Fares from U S $3550 per person, double occupancy, cover 21-day land tour with all accommodations, transportation, most meals, admissions to venues, fees and taxes. Pre- and post-tour options available, including mixed train in northern Queensland's outback and across the Nullarbor Plain on famous Indian Pacific route with the world's longest railway tangent. Contact: A1 Tours and Travel, 2701 Sunset Point Road, Clearwater, FL 34621, 800/677-9412

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours.

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BRITISH STEAM SPECTACULAR, September 21-October 5. Tour eight of Britain's finest restored steam railways, ride behind 1930s vintage steam on the famous Settle-Carlisle route and visit the fabulous National Railway Museum. Fully escorted, with deluxe hotels and first class rail travel. For free brochure, phone: Railmasters Tours, 800/959-6460.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122; (916/836-1745) is sponsoring the following tours:

Best of South America, September 26-October 27. Six countries with 42 train rides on 5830 miles with steam, diesel, electrics and railcars.

Farewell to Chinese Steam, November 15-December 8. Detailed study of steam operations with main line trackside action, workshop and yard visits and private steam charter.

RAILROADIANA MEETS

GREAT AMERICAN TRAIN SHOW will be held 12-5pm on the following dates. Adults $5, under 12 free with adult. For information phone GATS Limited, 708/834-0652.

July 10-11, Collinsville, Illinois. Gateway Center.

July 24-25, Indianapolis, Indiana. Indiana State Fairgrounds.

August 7-8, Daly City, California. Cow Palace, Geneva & Santos.

August 14-15, Pomona, California. L.A. County Fair & Expo Complex, White & McKinley avenues.

COLORADO SPRINGS, COLORADO, July 10-11. Railroad Antique Show & Swap Meet at Colorado Springs City Auditorium, 10am-5pm Saturday, 10am-4pm Sunday. Over 100 tables, door prizes, operating layouts and more. Adults $2, under 12 $1. Contact: Colorado Midland Chapter NRHS, P.O. Box 824, Colorado Springs, CO 80901.

CAROLINA HOBBY EXPO, 3452 Odell School Road, Concord, NC 28027 (704/786-8373) will host the following train & hobby shows on dates shown. Admission $3, 12 and under free.

Raleigh, North Carolina, July 10-11, North Carolina State Fairgrounds off I-40.

Charlotte, North Carolina, August 14-15, Grady Cole Center, 310 N. Kings Drive.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission 1992 Shows: $5 adult, under 12 free with adult. Admission 1993 Shows: $5 adult, $2 children 6-12. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Monroeville, Pennsylvania, July 17-18. Pittsburgh Expo Mart.

Virginia Beach, Virginia, July 24-25. Virginia Beach Convention Center.

Timonium, Maryland, July 31-August 1. Timonium Fairgrounds.

Edison, New Jersey, August 7-8. Raritan Center Expo Hall.

Philadelphia, Pennsylvania, August 14-15. Philadelphia Civic Center (adults $6).

GREAT MIDWEST TRAIN SHOW will be held 10am-4pm on the following dates. Adults $4, under 12 free with adult. Contact: GATS Ltd., P.O. Box 1745 Lombard, IL 60148; 708/834-0653.

Glen Ellyn, Illinois, July 18. College of DuPage.

Wheaton, Illinois, August 8 and September 12. DuPage County Fairgrounds.

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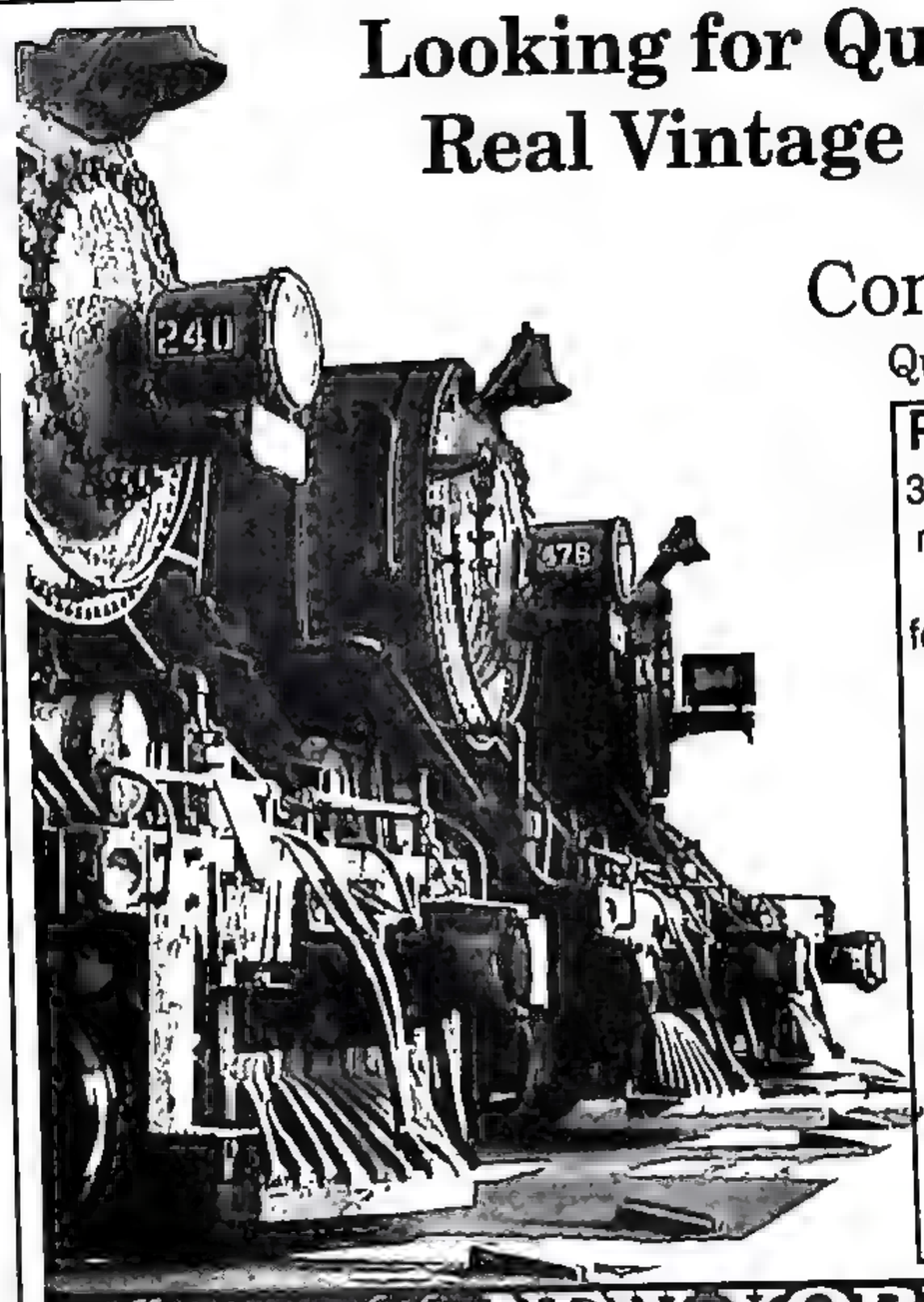

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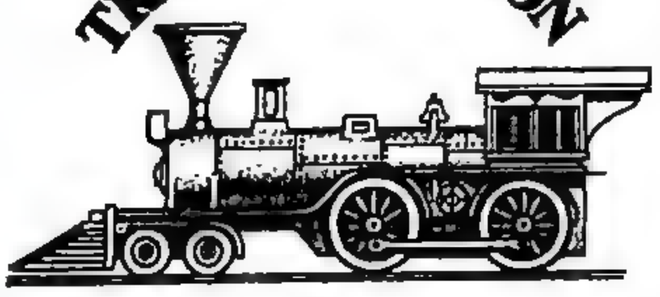

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CHATSWORTH, ILLINOIS, July 24-25. Chatsworth Heritage Days, sponsored by TP&W Historical Society and Chatsworth Historical Society, at American Legion Hall 10am-6pm Saturday, 10am-4pm Sunday. Free admission. Caboose rides, swap meet, railroad and model displays.

NASHVILLE, TENNESSEE, July 31. Railroadiana and Train Show & Sale at Tennessee State Fairgrounds, Wedgewood Avenue & Nolensville Road, 9am-4pm. Admission $3, under 12 $1, tables $15. For tables, contact: Terry Bebout, 709 North Lake Circle, Brentwood, TN 37027-7844; 615/833-5077.

CAPAC, MICHIGAN, August 7. Capac Historical Society 1st Railroad Flea Market at Capac High School, North Glassford (north of I-69 off Capac Road) 10:30am-5pm. Food and refreshments on site. Admission $2. Proceeds go toward restoration of town's Grand Trunk depot. Contact: Capac Historical Society, 15680 Imlay City Road, Capac, MI 48014.

DELAND, FLORIDA, August 7. Sunshine Railroadiana & Collectors Association Annual Central Florida Railroadiana Show at Volusia County Fairgrounds, I-4 and State Route 44, 9:30am-2:30pm. Admission $2, 12 and under free. Contact: Phil Cross, 410 N. Lakeview Avenue, Winter Garden, FL 34787; 407/656-5056.

GRAND RAPIDS, MICHIGAN, August 7. Railroadiana Paper Show & Sale at Holiday Inn Crown Plaza, 5700 28th Street SE (near Kent County International Airport), 9am-3:30pm. All types of railroad and transportation paper for sale and trade. Admission $2. Contact: John Rothwell, 956 Kenmoor SE, Grand Rapids, MI 49546; 616/949-2676 after 5pm weekdays.

ELMONT, NEW YORK, August 8. Model Train & Toy Show at St. Vincent DePaul School Auditorium, 1510 DePaul Street, 10am-4pm. Adults $5, under 12 free with adult. Contact: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003; 516/352-2127.

SKYKOMISH, WASHINGTON, August 14. Skykomish Lions Club Railroad Swap Meet at Skykomish Fire Hall, 10am-4pm. Close to BN's main line over Stevens Pass, featured in April 1993 R&R. Contact: Bob Norton, P.O. Box 293, Skykomish, WA 98288.

FORT WAYNE, INDIANA, August 15. Train & Collectible Toy Show at The Lantern, 4420 Ardmore, 11am-4pm. Admission $2, under 12 free, tables $12 in advance. Contact: Sally Valiton, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

FRANKLIN SQUARE, NEW YORK, August 15 and September 26. RR Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rintin Street, Franklin Square, NY 11010; 516/775-4801.

GILBERTSVILLE, PENNSYLVANIA, August 15. Train-O-Rama at Gilbertsville Fire House on Route 73, east of Route 100, 9am-2pm. Adults $3, under 12 free with adult. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

WALLINGFORD, CONNECTICUT, August 15. New York, New Haven & Hartford Train Meet at Zandri's Stillwood Inn, 1074 South Colony Road, U.S. Route 5, Exit 13 off I-91, 9am-2pm. Admission $4. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

ATLANTA, GEORGIA, August 21. Southeastern Railroadiana Collector's 16th Annual Sale & Trade Show at Georgia International Convention & Trade Center, south of Atlanta Airport, 9am-4pm. Admission $3, 12 and under free, tables $30. For details send LSASE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

MEMPHIS, TENNESSEE, August 28. Illinois Central Historical Society 14th Annual Show & Sale at Ramada Inn Convention Center, 160 Union Avenue, 9am-4pm. Free admission. For details send SASE to: Dave Fraser, 205 Sundown Trail, Jackson, MS 39212; 601/371-0638.

SOMERSET, NEW JERSEY, August 29. Raritan Valley Great Train & Railroadiana Show at UCC Exhibit Center on Davidson Avenue (Exit 6 off I-287), 10am-4pm. Railroadiana and collectibles, operating layouts, thousands of toy trains. Contact: Communipaw Commemoratives, P.O. Box 831, Bayonne, NJ 07002; 201/823-4983.

PARMA (CLEVELAND), OHIO, August 29. Cuyahoga Valley S Gauge Association Annual Flea Market at Local 1005 UAW Hall, 5615 Chevrolet Boulevard, 10am-4pm. Admission $2, family maximum $2. Contact: Michael Graham, 216/389-9313.

LEWISBURG, PENNSYLVANIA, August 29. Central Pennsylvania Chapter NRHS 18th Annual Train Meet at Lewisburg National Guard Armory on Route 15 South, 9am-4pm. Adults $3, under 12 free. Contact: Jack Hazlinsky, 717/523-1505.

On the Menu

BY JAMES D. PORTERFIELD

Movin' On

First you've got to get in the mood. Close your eyes. Then, in a loud whisper, repeat the phrase "movin' on," making sure you employ the contraction and emphasize the syllable "in' " ... Ready? Go: "Movin' on, movin' on, movin' on, movin' on, movin' on, ...: Can you hear it? Folks in Britt, Iowa, would have you believe this verbal trick, a duplication of the very sound a steam locomotive makes, served for over a hundred years to call men who practiced a uniquely American phenomenon, wanderlust, to take up the hobo life.

The people of Britt have more than a passing interest in this point. Each year they sponsor the National Hobo Convention, a celebration which draws hobos, retired hobos and those with what is called a "hobo heart." For those with an interest in trains (and food), the event scheduled for mid-August this year offers a glimpse into a colorful, if questionably reputable, aspect of railroad life. And it features a variety of related events that make attending fun for other members of a family.

The relationship between hobos and railroads, of course, goes way back. In the late 1800s and early 1900s drifters increasingly rode the rails. Hobos allege they were standouts in this crowd. Listen, for example, to Hobo Skeets Simmons, who said, "A hobo is a man who works and travels, a tramp is one who travels, but don't work, and a bum neither travels nor works — he's just a bum." Freeman H. Hubbard, in *Railroad Avenue* (New York: McGraw-Hill Book Company, 1945), even traces the term hobo to a "corruption" of the construction worker's greeting — "Hello, boy!" — first used on the Burlington Route. Railroad managements, especially the detectives and yard bulls charged with chasing free-riders off the trains and property, failed to appreciate these romantic distinctions. To them, the men who hopped the trains, regardless of motive, were a constant source of disruption, petty thievery and vandalism.

In 1893, activist hobos formed a national organization: Tourists' Union 63. When, in 1899, two businessmen in Britt, Iowa, read of the group's planned third convention in Illinois, they invited the group to meet in their fair city in the future. With its large Milwaukee Road yard providing a natural stopping-off point for the hobos, the first National Hobo Convention was held in Britt in 1900. Since 1933, it has been an annual event.

Britt is located in north central Iowa, just 25 minutes west of I-35. Exit 194 (Clear Lake) on the former-Milwaukee Road Marquette to Sheldon secondary line (recently the Soo Line's Mason City Subdivision). During the Convention the town's population of

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2100 swells by more than ten-fold, so reservations are in order. These annual events have a direct connection to the hobo life:

- The opening ceremonies — 9:30 a.m. Friday — including a memorial service for deceased hobos, many of whom are legendary.
- A serving of "official" Mulligan Stew, brewed for guests Saturday. Local high school students chop the mountains of potatoes, carrots, red and green peppers, cabbage, turnips, celery and tomatoes needed for 10,000 servings, each of which is accompanied by a slice of one of 800 loaves of bread.
- The local hobo "jungle" — the name given secluded campsites along rights-of-way or rivers — is opened to the public throughout the weekend for story-telling, singing and personal visits with today's hobos.
- A parade Saturday afternoon features "some in rags, some in tags, some in velvet gowns" (in other words, it's open to all who wish to march). The election and coronation of the Hobo King and Queen, who will lead Local 63 for the coming year.
- The Hobo Museum, offering exhibits, pictures and artifacts from the hobo life.

For shoppers, a sidewalk sale is held on Thursday and a craft & flea market is open Friday and Saturday. Friday evening there's a kiddie parade & carnival. Saturday offers a 5k walk and 5k and 10k runs, a fine arts show, a classic antique car show and fireworks. Softball and volleyball tournaments and a Talent Show complete the schedule. Live entertainment is provided throughout the weekend.

Hobo Mulligan Stew

Food was right up there with rumors of work and train schedules in the mind of the travelin' man. It made an otherwise desolate spot a mile east of the Oregon Short Line's yard near Salt Lake City popular with hobos in the 1930s because water from a natural hot spring there, with a little salt added, tasted amazingly like chicken soup. And railroad managers knew that well-provisioned work-camp cars on construction projects attracted the best boomers — a more favorable expression than "hobo" for drifting workers.

The menu item most often associated with the hobo life is Mulligan Stew. But when I tried to convert the list of ingredients for Britt's massive 10,000-serving recipe — starting, for example, with 900 lbs. of stew beef — to only eight servings, my computer began to smoke. So instead you'll have to made do with a recipe attributed to legendary hobo "A No.1." Mulligan Stew is, by definition, after all, made up of "any available ingredients." So you can adapt this recipe as you like and still serve an authentic hobo stew.

To serve eight:

- 2 lbs. lamb for stew
- 2 lbs. potatoes, cubed
- 1 lb. onions, chopped
- 1 lb. turnips, cubed
- 1 cube chicken bouillon
- 2 cups water
- 1 tsp. salt or to taste
- ½ tsp. pepper or to taste
- 2 Tbsp. malt vinegar

In a large pot over medium-high heat, bring water to a boil. Add bouillon cube to dissolve. Add lamb and return to the boil. Add half the potatoes, reduce heat to medium, cover and simmer for 45 minutes. Stir in all remaining ingredients, cover and simmer for 30 minutes. Add salt, pepper and malt vinegar, then simmer, uncovered for 10 minutes more. Serve hot.

Four movies on video cassette offer insights into the hobo experience and its intimate relationship with trains: 1) *Boxcar Bertha* (1972) depicts the exploits of that rarest of hobos, a woman, who falls in with a band of train robbers; 2) *Emperor of the North* (1973) features lots of good train footage in an exciting Depression-era action film about A No.1's challenge to ride local freight No.19, despite its sadistic conductor who kills men unfortunate enough to hop a ride on his train; 3) *The Journey of Natty Gann* (1985) is an entertaining Disney film, also with some excellent train footage, that catalogs the adventures of a young girl traveling across America during the Depression to find her father; and 4) *Sullivan's Travels* (1941), in which a film director with ten cents in his pocket sets out to learn what real life is like outside the fantasy world of Hollywood. Unlike what real hobos might expect, he acquires Veronica Lake as a traveling companion along the way.

For your reading pleasure, try: *Hard Travellin': The Hobo and His History* by Kenneth Allsop (New York: New American Library, 1967); *The Hobo: The Sociology of the Homeless Man* by Nels Anderson (Chicago: University of Chicago Press, 1923); *Tales of an American Hobo* by Charles Elmer Fox (Iowa City, Iowa: University of Iowa Press, 1989); and *Sister of the Road: The Autobiography of Box-Car Bertha*, as told to Dr. Ben L. Reitman (New York: gold Label Books, 1937).

The 1993 National Hobo Convention will be held on August 13-14, 1993. For complete information, contact the Britt, Iowa, Chamber of Commerce at 515/843-3867.

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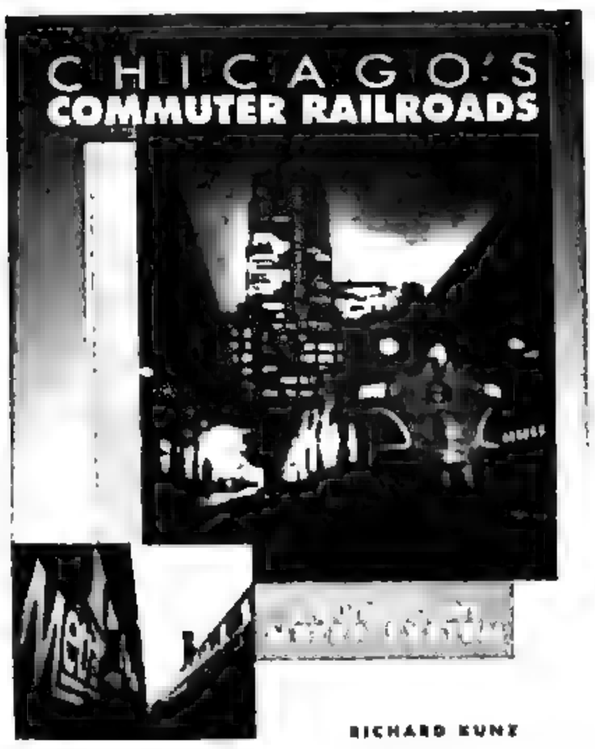
Having grown up along the much-loved, much-maligned Long Island Rail Road, I began my railfanning by hopping a "ping-pong" to an attractive station and spending the day shooting whatever the dispatcher sent my way.

The ride out to, say, Farmingdale or Republic was half the fun. The time relaxing on the platform waiting for the next train gave me the respite I needed from the high expectations of the New York City schools during the "New Frontier."

Much has changed in the hobby in the past 30 years: scanners, freeway chases, *Flimsies'* Hot Line and the many rail publications which goad us to travel long distances and produce photographic miracles.

Richard Kunz' new 64-page softcover book, *Chicago's Commuter Railroads—A Guide to the Metra System* (Andover Junction Publications, P.O. Box 1160, Andover, NJ 07821, $24.95), is a welcome step back to simpler railfanning. It's a very attractive and exhaustively researched handbook on Chicago's commuter rail lines, their histories and sights past and present along their routes. It's a book that is a pleasure for the "armchair" railfan to read and a priceless helpmate for what I'll call the "retro-railfan" who rides the train to enjoy the trip and then photographs whatever trains he finds at his destination in a relaxed, informal way. Needless to say, this retro-railfan's photo opportunities are limited to a comfortable walk from



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the depot. But since Chicago is the nation's rail hub, he's still likely to see quite a bit of action.

I recently planned a trip to Chicago and was aware that this book was in production; thanks to railfan extraordinaire (and the book's art director) Mike Schafer of Andover Junction Publications, I toured Metra using an advance copy of the guide. The combination of guidebook and commuter operations offered an interesting and different approach to railfan photography.

A look at the book

After several brief historical chapters, Kunz takes us on a station-by-station tour of all eleven Chicagoland commuter routes, illustrated by outstanding color and black & white photos of historic, unusual and current commuter trains. There's the Fiat-built "Ravioli Rocket," the Aerotrain, E-units, "Redheads" and "Winnebagos." Metra motive power and car rosters help sort things out.

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the depot. But since Chicago is the nation's rail hub, he's still likely to see quite a bit of action.

I recently planned a trip to Chicago and was aware that this book was in production; thanks to railfan extraordinaire (and the book's art director) Mike Schafer of Andover Junction Publications, I toured Metra using an advance copy of the guide. The combination of guidebook and commuter operations offered an interesting and different approach to railfan photography.

A look at the book

After several brief historical chapters, Kunz takes us on a station-by-station tour of all eleven Chicagoland commuter routes, illustrated by outstanding color and black & white photos of historic, unusual and current commuter trains. There's the Fiat-built "Ravioli Rocket," the Aerotrain, E-units, "Redheads" and "Winnebagos." Metra motive power and car rosters help sort things out.

If you pine for the Wabash *Blue Bird*, Rock Island's *Peoria Rocket* or the Milwaukee's *Hiawatha*, you can ride their famous routes and others, within limitations, because many of them still see Metra service today. With help from Kunz's guide, you can plan an itinerary and read about the route while you ride.

On a warm summer evening, for instance, you can ride the ghost of the GM&O to Joliet and *"Rocket"* back to Chicago on the Rock Island Line. There's the *"Orland Park Can-*

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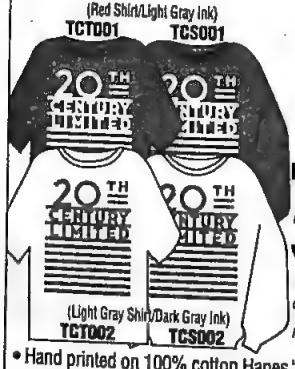

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nonball" on Norfolk Southern's ex-Wabash line. The C&NW and the late Milwaukee Road account for five of Metra's routes. Or you can still zip west, "clad in stainless steel" on the Burlington's triple track to Aurora.

Traction fans will find the Illinois Central and Chicago South Shore & South Bend electric lines practically intact from before the Amtrak era. Incidentally, the South Shore Line, which shares IC track to Kensington, is included in the Metra guide, although it's actually operated by the Northern Indiana Transportation District.

Retro railfanning

During my April 1993 Chicago trip, one excursion took me down the Rock Island's Blue Island branch to the historic Vermont Street depot, where I photographed the Iowa Interstate's afternoon train to Council Bluffs. Then I walked a block east and boarded a former-IC Highliner electric for the trip back to Chicago. I shot a parade of opposing Highliners, South Shore cars and IC freights from the "railfan" window at the front of my train. It took only a few hours but was a "trainload" of fun.

If you decide to tour some of the routes in Kunz's book, remember that Metra now offers a bargain $5.00 unlimited weekend pass (not good on the South Shore). But remember, there are fewer weekend trains, and some routes are weekday-rush-hour only.

While I felt entirely safe on all the Metra trains I rode, there were some stations I would not recommend hanging around with a bag full of valuable cameras. If you're not sure about neighborhood safety, ask the crew.

With the Metra guide and some planning, you'll have a great time retro-railfanning Chicago's commuter railroads. I sure did.

Railroadiana

BY BRUCE KELLY

What's New?

Anybody who railfans in Canada should have the *Canadian Trackside Guide 1993*. For years, the guide has been a terrific compilation of detailed locomotive and equipment rosters and radio frequency listings for all Canadian railroads. Recent editions have introduced sections with train symbol lists, VIA passenger schedules, system maps and timetable graphs for each subdivision on CP, CN, BCR, ONR and many other roads. This year's guide brings a new listing for tourist railways plus tables explaining signal indications and whistle codes. Also, the roster section now includes U.S. locomotives which operate under CN North America or CP Rail System. On the front and back cover are color action photos of a CN SD50F and BC Rail SD40-2s. With more than 520 fact-filled pages and a compact 5½"×8½" format, the Canadian Trackside Guide 1993 sells for $17.95 postpaid (Canadian orders add 7% GST) from Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1.

Jersey Central Lines in Color, Volume 2 by William Brennan is a 128-page 8½"×11" all-color hardcover spanning the Central Railroad of New Jersey from 1950 to the late 1960s with emphasis on Pennsylvania operations and the more unusual locomotives rostered by CNJ. Since this is more of an engine pictorial, the understated mountain scenery of the Lehigh Gorge and Solomon Gap is downplayed in favor of close views of GP9s and F7s bursting from White Haven Tunnel and an RSD4 rolling ballast hoppers near Lehigh Tannery. Elsewhere, we see CNJ's Hudson River car ferries and tugs, Train Masters, baby face Baldwins, Camelbacks and 0-6-0s, a *Crusader* streamlined Reading G-1sa Pacific, SD35s and 40s and much more. Of special historic interest are the shots of double-ended, tangerine and blue Baldwin 2000 with its short-lived red pinstriping, and tangerine and blue F3s. Complete with colorful map and elaborate photo captions, it sells for $49.95 plus $3.50 shipping ($5.00 shipping for foreign orders; N.J. res. add $2.40 tax) from Morning Sun Books, 11 Sussex Court, Edison, NJ 08820. Include your street address for UPS delivery.

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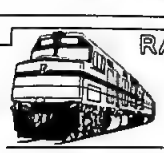

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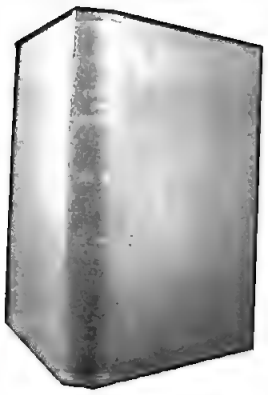

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1225 will be letting engineer wanna-be's climb into the cab for a chance to run a real live steam locomotive. Participants — who must be at least 18 years old and able to climb into the cab unassisted — will be shown the basics of train safety, hand signals, locomotive mechanics and more before taking turns at operating the 1225 along a quarter mile section of track at Tuscola & Saginaw Bay's yard in Owosso, Michigan. The one-hour session costs $250 for members of Project 1225. Non-members may also take part by paying an additional $20 to enroll for annual membership. The Engineer for an Hour program can accommodate only 36 people over the three-day weekend, so sign up soon. Send your deposit of $100 ($120 for non-members) to the Michigan Trust for Railway Preservation, P.O. Box 665, Owosso, MI 48867-0665, or phone on Saturdays at 517/725-9464.

Book Reviews

Narrow Gauge ... then and now by Tom Gildersleeve and Nils Huxtable, published by Steamscenes, 2254 Lawson Ave., West Vancouver, B.C., Canada V7V 2E4, or P.O. Box 8014-8, Blaine, WA 98230, 48 9"×12" horizontal pages, softcover, $14.95 postpaid in the U.S. and $18.95 in Canada including GST.

I am one of those with the opinion that today's Cumbers & Toltec Scenic Railroad is North America's brightest gem of rail preservation. It is a nearly perfect example of 19th Century narrow gauge railroad engineering, and when it wants to be, it can also be a near perfect recreation of steam era sights and operations. The recent operation of steam rotary OY and the often-run photo freights with "Rio Grande" lettered locomotive tenders are almost like a dream as the "you and I" of today can walk through these scenes of yesterday and find almost nothing out of place. Even the railroaders are busy doing almost exactly what they would have done in 1950.

You think you don't agree? Well just breeze through the pages of "Narrow Gauge...then and now," and at a glance it will appear to be an all-color collection of vintage Rio Grande narrow gauge photos, save for last five pages with Durango & Silverton-lettered locomotives. Believe me now?

Actually, this book is striking proof of how close today's recreations can look to the glory era. "Narrow Gauge..." is a collection of beautiful color photos of the waning years of the Rio Grande narrow gauge, and it then presents equally beautiful color views of today's remaining segments of the D&RGW — the C&TS and the D&SNG. The vintage views were primarily shot by well-known photographer Tom Gildersleeve who was, and still is, a stickler for optical quality in his lenses and his film. Hence, these views are all on Kodachrome. Tom was also a practitioner of night photos, a few of which are here. The contemporary views are primarily shot by Nils Huxtable, also well-known, and also a stickler for image quality — he only shoots Kodachrome 25. Other photographers represented include Art Bain, Ray Barraza, J.M. Jarvis, Alan Miller, J.F. Orem, Russel Sperry and John West.

This slightly oversize book is arranged in a horizontal format, and the photos are gen-

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3967 RETURNS!

Rocky Mountain Railroad Club 40th Anniversary Excursion

John Krause

Back on May 17th, 1953, Union Pacific 4-6-6-4 3967 pulled a Rocky Mountain Railroad Club excursion from Denver to Laramie -it was the first modern UP fantrip. To commemorate the 40th Anniversary of that excursion, 4-6-6-4 3985 was cosmetically altered to represent sister Challenger 3967, complete with "wind wings" (smoke deflectors) and smokebox shield.

The 3985 made a ferry run from Cheyenne to Denver on May 14th, sporting the "wind wings." At Denver, the engine's number was changed to 3967 for the May 15th fantrip. The Challenger returned to Cheyenne as the 3718, the number it would have received had it been converted to oil fuel in regular service. Mark I Video is proud to present complete coverage of all three days of exciting steam action!

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erally presented two or three to a "spread." The photo reproduction throughout the book is excellent. There is some text near the front, but the book is mostly a pictorial with detailed captions.

The vintage views show many scenes around Durango, including an overhead view of the entire yard and a couple of views of trains waiting to depart for Silverton (how different without the McDonalds at the crossing). And a backlit scene of a work train bound for Silverton is simply gorgeous. Other vintage vignettes include 2-8-2 483 emerging from the snowshed at Cumbres, 483 and 497 at opposite ends of a string of tank cars crossing Lobato Trestle, and a chilling scene with 480 taking water at the double-spouted tank at Chama.

The contemporary photos begin on page 37 with scenes of the 1991 run of steam rotary OY followed by several superbly executed photos of both the D&SNG and C&TS — most photos of the latter include photo freights with Rio Grande-lettered tenders.

Overall this is one very fine book at a very reasonable price. And it'll make you wish the C&TS would leave its tenders lettered Rio Grande all the time — M.D.

Videos

BY MIKE DEL VECCHIO

New Arrivals

"On the GO, Commuter Rail Service in Toronto," produced by Crescent Glen Productions, 594 Indian Road No.2, Toronto, ONT M6P 2C5; 416/588-9471, is an informative and human look at Toronto's GO Transit commuter railroad network, a line that pioneered and helped develop the commuter F59 locomotive and bi-level coaches which are rapidly spreading to other North American systems. The show opens with a brief history of GO Transit with vintage films and news footage of dedications, etc., including scenes of Credit Valley's former-CPR 4-6-0 1057 and CNR 4-8-2 6060 used to "cut the ribbon" on separate lines. What follows is a very well-shot tour of each of the current six commuter lines as well as the shops. The footage here includes just about every angle imaginable, including the crews showing up for work and starting their runs and shots from the pilots, in the cabs, looking out windows, down the flanks of the cars, trackside, panning and just about any other creative angle that pre-

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sented itself. Occasional maps orient the viewer, and the narration is minimal and informative. The editing is well paced and TV-like, and the video was shot on BETACAM SP. This show was shot during the summer of 1992 with the cooperation of GO Transit, and it is Crescent Glen Productions' first national release in our field — I think they're off to a good start. A program like this on every North American commuter railroad would be doing the hobby a great service. 51 minutes, $29.95 plus $3.00 shipping (Ontario orders add 8% GST).

Preserving a contemporary look at what may soon become a fallen flag, **"Green Bay & Western,"** from Pentrex, P.O. Box 94911, Pasadena, CA 91109, was shot during 1992 immediately before Wisconsin Central started negotiating to buy the line. The GB&W has always been a favorite with the fans but hasn't been nearly as popular on video. Pentrex visited this all-Alco regional on one sunny, action filled day. The show opens with an RS20 (2000 h.p. chopped-nose RS3) kicking cars at Green Bay's Norwood Yard while assembling Train No.1. A trio of C424s picks up the assembled train and heads west on the main line. The first few runbys are under clouds, but then the late-day sun pops out for the rest of the trip, which ends in near-darkness at Black Creek. With Train No.1 switching en route and meeting other trains, there is quite a bit of action in this quick look at the GB&W. The program is well-paced and edited, and one of the strong points is the sound of the Alcos, which are working hard during most scenes. 72 minutes, $39.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

Feature Reviews

"The *Phoebe Snow*, Famous Lackawanna Passenger Train," produced by Mark I Video, P.O. Box 404, New Milford, NJ 07646; 800/66MARK1, VHS only, VISA or MasterCard accepted, 45 minutes, $27.95 plus $5.00 shipping (N.J. res. add 6% sales tax).

Surely everyone reading this magazine has heard of the name Phoebe Snow. Some folks may relate it to the contemporary jazz singer who uses the moniker, but the character of Phoebe Snow was entirely dreamed up by a 5th Avenue advertising man in 1903 to tout the clean benefits of anthracite coal. She became legendary throughout two World

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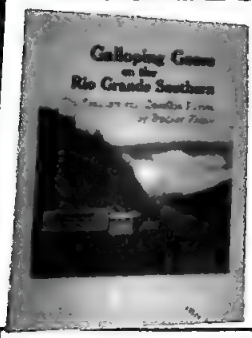

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Wars and a depression through the use of catchy little poems, and the name even appeared on boxcars beginning in the early 1940s. The "Lucius Beebes" and "David Morgans" of railroad literature never really paid appropriate attention to Phoebe because she didn't become a train until well into the diesel era — pulled by A-B-A F3s at first, and later a fleet of E-units including two EMD demonstrators. It was well-run and arguably one of the best-looking of the diesel streamliners — a fine subject for a video documentary.

This program combines the color and black & white 8mm and 16mm films of several veteran shooters with synchronized sound and an expert commentary by Philadelphia-area radio and television narrator Tom Moran. Still photos and postcards are used to illustrate the early 1900s origins of the character and the poems that were Phoebe's trademark.

After a roughly ten-minute narrated history, which includes diesel-era glimpses of the competing *Broadway Limited* and *20th Century Limited* and color action of steam-powered Lackawanna passenger trains, the footage is generally arranged east to west from shooters like John Briggs and Bob Hart, Sr. The scenes are well composed and contextual — Hart is well-known locally for his penchant for scaling things to gain high elevations and unusual angles. Of course, the coverage is mostly of those striking maroon-and-gray cab units running through that distinctive Lackawanna landscape, like the scenes along the New Jersey Cut-Off, through the Delaware Water Gap and of the train crossing the graceful arches of Paulins Kill and Tunkhannock viaducts. And some of the footage is quite rare. For instance, steam-hauled *Phoebes* were very unusual, and there is coverage here including one magnificent black & white sequence from the same vantage point of a first section with a Pocono (4-8-4) and heavyweight consist, a second section with F3s and the *Phoebe* consist and a Pacific-hauled train of mountain-bound tourists that ran as the third section. In addition to the passenger trains, many scenes include snippets of other ambient action including steam and diesel hauled freights and RS3s and 2-8-0s on little locals. The true Lackawanna fan will appreciate in color the shiny new paint job on the "roustabout's" wooden caboose, and the glimpse of the DL&W wooden reefers in their 1950s livery. And quite a bit of coverage is given to the train during EL (mis)management, including some fine in-cab shots and the last run, in 1966.

As a devoted student of the Lackawanna, I was quite impressed with the overall program, although I have to admit to seeing most of the footage and the script at different times many months ago. This show is very well organized and intelligent at a reasonable price, and it is one of the best programs on a single train that I've seen. I think tonight I'll dig out a *Phoebe* recipe for dinner and watch the tape again — M.D.

"Reflections of the Louisville & Nashville," produced by Herron Rail Video, 2016 North Village Ave., Tampa, FL 33612; 800/783-3886, check or money order accepted, VHS or BETA, 74 minutes, $49.95 plus $3.50 shipping per order.

The Louisville & Nashville Railroad: the conservative "Old Reliable." Purveyor of various Pacifics, huge headlights with engine numbers on the glass, scores of USRA engines and an appropriate use of yellow paint. The L&N was the owner of 42 modern and handsome Berkshires (the most expensive ever built) and a dashing first generation diesel paint scheme. Herron Rail Video's recent offering surveys the L&N system from the 1940s to the early 1970s. We see the best of their steam and passenger service and witness the emergence of Amtrak and the *Auto Train*. This one-hour and 14-minute program, compiled from the efforts of eleven photographers, is about 40% in black

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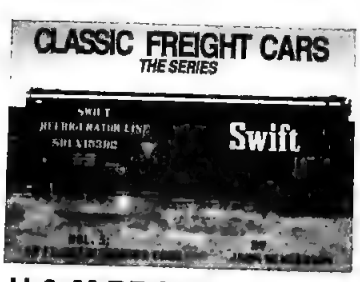

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and white. Broken into several geographic and topical segments, it gives a good first impression of several aspects of the L&N's operations over the decades.

The motive power covered is almost too numerous to mention. We see several classes of 4-6-2s, 4-8-2s, 0-8-0s, the famous "Big Emma" M1 2-8-4s, 2-8-0s and the Civil War 4-4-0 *General*. Views of other neighboring roads such as the Pennsylvania (streamlined K4 vignettes in black and white), C&O and NC&StL (4-8-4s in color) appear from time to time. Cameo appearances are made by diminutive Frankfort & Cincinnati and Flemingsburg & Northern steam power. Diesel-wise, there are RS3s, Es, Fs and glimpses of FAs, all in their original paint schemes, plus later Geeps and Es in various transition schemes. The passenger trains covered include the *South Wind*, *Hummingbird*, *City of Memphis*, various specials at Louisville for the Kentucky Derby, C&O's *George Washington* and the *"FFV,"* plus several fantrips. From the 1960s onward we see the *Pan American*, *Hummingbird*, *Piedmont Limited*, *Gulf Wind* and *Dixie Flyer*.

The tape sometimes groups the numerous runbys by the time period, sometimes by subject and others by location. We see Louisville station leads, Derby Day, the South Louisville roundhouse, main line passenger and freight operations, DeCoursey Yard action and more. Time is also devoted to the L&N Centennial fantrip which included the rebirth of the *General*, plus a 1952 2-8-0-powered fantrip complete with armstrong turntable, and plenty of Big Emma freight action. Some of my favorite scenes include the 1940s views of streamlined Pennsy K4s, L&N's own streamstyled Pacifics and the NC&StL 4-8-4s on freight (with helpers, coupled in the lead nose-to-nose) and powering the *Dixie Flyer* in Tennessee. Various Pacifics on heavyweight trains, including a chronology of No.295 in different liveries over the years, are also of prime interest. There are a few human interest shots at towers (handing up orders), but little coverage of the Berkshire-powered coal operations and grade around Ford, Ky. Diesel fans will see numerous runbys of the passenger operations, especially of the 1960s and early 1970s. And, yes, the Red River Bridge is shown, seemingly an O-scale structure with N-gauge trains on it.

This program is a collection of runbys and occasional pacing footage, with engine terminal, station and yard throat action as well. Except in the case of very rare films, Herron traditionally uses only top quality 16mm film for their programs, and they use state-of-the-art equipment to transfer the film to video. Exceptions were made on this program which contains 8mm film, and visually the quality throughout ranges from superb 16mm color footage (including some L&N promotional films about their early diesels and the *General*), to the not-critically-sharp and overly colorful 8mm footage. Some of the spectacular scenes are of high quality, but other footage is fair to average in comparison. Black and white and color coverage make up the steam scenes, and the 1960s and '70 footage is all-color. The early 1950s Derby Day coverage is 8mm black and white. Most of the later 1950s coverage, South Louisville engine terminal and East Louisville footage is softer focus, apparently 8mm color. Some sequences are short but, oh, so sweet. Most of the later-day diesel coverage appears to be 8mm. Despite the varying image quality, which Herron fully admits to up front, no one can dispute the historical significance and rarity of many of the scenes preserved herein.

The dubbed sound, in stereo, is very good, as is the narration, which contains volumes of data — you may have to listen a couple of times to fully absorb all of the information. A system map is included on the back of the dust jacket, which is easily referenced through the clear plastic library case.

Was your only experience with L&N steam viewing the Big Emma tender used on the Southern as a canteen for some of the fantrips? Did you like what you saw but wished the rest of the engine had been saved? If yes, you'll find this tape informative and worth viewing. For students of the L&N, it's a "must have" — TOM KELCEC.

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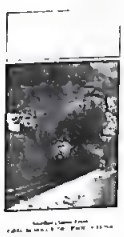

"Santa's Challenger," produced by Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103; 513/732-0660, VHS, BETA or PAL formats, VISA and MasterCard accepted, 70 minutes, $34.95 plus $3.00 shipping (Ohio res. add 6% sales tax).

With the renumbering of Union Pacific's 4-6-6-4 3985 to 3967 and 3718 to participate in the Rocky Mountain Railroad Club's 40th Anniversary excursions in this issue, it would be appropriate to mention a video about the other recent event for which the Challenger was temporarily renumbered: the 50th Anniversary run of the Clinchfield Santa Claus Train where UP 3985 was altered as Clinchfield 676. It was a special trip, indeed, as this was the first steam locomotive in several years to pull the train, and the gifts tossed from the back of this train are always a significant part of Christmas for many mountain children along the route. During November and December 1992, UP's 3985 and support train ferried out and back from Cheyenne, Wyoming, for the November 22 event.

This program covers the "Clinchfield 676" moves south of Huntington as well as the "UP 3985" ferry moves on the inbound Louisville to Cincinnati and Maysville portion and outbound Cincinnati to St. Louis segment. The scenes here are primarily impressive lineside runbys at track speed with UP's yellow train followed by blue CSX business cars. Coverage of the Santa Train and related operations is very complete, including the employees' special the following day.

This 1992 Christmas was something special down in Clinchfield country, and there is a lot of that spirit in the tape. In addition to many great runby scenes and in-cab footage — "look at all those people," says fireman Lynn Nystrom — the scenes of the train being loaded with tons of goodies, the people trackside, the folks on the back platform literally dumping the gifts and the kids picking up every last item, do capture the feel of the area. Most of the famous Clinchfield landmarks are shown, as is the ordeal of trying to turn the Challenger on the wye in downtown Kingsport.

This show is well thought out and researched with an expert narration, and the video was shot on state-of-the-art BETACAM SP, except for the cab footage. All-in-all this is a well-rounded and competent effort on a significant event that likely will not be repeated with UP's Challenger — M.D.

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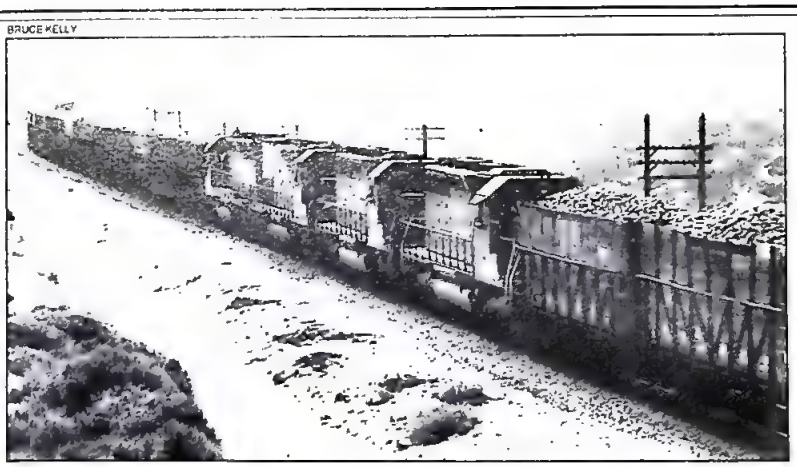

A MID-TRAIN HELPER does its part to move an SP sugar beet train up Beaumont Hill near West Palm Springs, California, during a sandstorm in March 1983. A decade later, this scene is fading into history because the beets will no longer be hauled by rail out of the Imperial Valley.

The End of the Sugar Beet Era

Ninety four years of beet sugar production in California's Santa Maria Valley will come to an end sometime in late July or early August 1993 with the "downsizing" of Holly Sugar's Betteravia facility. In an announcement dated May 11, Holly President Roger Hill cited diminishing beet acreage, lower sugar prices, competitive crop pressures, increasing governmental and environmental regulations and high raw material transportation costs for the closure of the old Union Sugar refinery. "Holly will continue to package and distribute refined sugar products from the facility," according to a company press release. An estimated 25 to 30 of the factory's 150 full-time year-round employees will remain at Betteravia.

Closure of the refinery will directly impact beet hauling operations on the Southern Pacific and Santa Maria Valley railroads. The completion of Holly's Imperial Valley harvest in early July 1993 will bring the end of rail beet deliveries to Betteravia. Truck-hauled beets from Kern County will be the factory's final campaign. Holly's Salinas Valley crop, slated for digging around September 1, will be trucked to the Tracy, Calif., refinery. There are no plans to change transportation patterns for Holly's Klamath Basin harvest this autumn. Rail hauling of beets for both Holly and Spreckels should begin out of Klamath Falls, Ore., in late October or early November.

The end of beet refining at Betteravia marks the end of SP's classic California sugar beet operations, where the days of "wooden cars and iron men" have remained a touchstone of tradition throughout the 20th Century. Future harvests will see Holly's Imperial Valley crop processed locally at the Brawley, Calif., refinery while Kern County beet growers turn exclusively to Spreckels for service of their acreage. How much the Holly hiatus affects rail haul of the Spreckels crop in the southern San Joaquin Valley remains to be seen.

At press time, the disposition of Holly's rail car fleet was undecided. About 200 wooden "racks" will be sent to Hamilton City, Calif., to protect the Klamath Basin harvest this fall. The rest of the wooden car fleet will go to LMC Metals in Richmond, Calif., for scrapping during the summer, followed by the Klamath cars once the Modoc campaign is done. Holly's 62 Ortner rapid discharge hoppers will go to "Ham City" for the Oregon harvest and likely stay there for future service — TED BENSON.

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DON DAVIS

ACCEPTING THE R&LHS AWARDS at the St. Louis banquet on May 8, 1993, were (l to r) Photography Award winner Charles Felstead, Book Award winner Dan Cupper and Earl Kinard of the Friends of the Railroad Museum accepting for the late Ben Kline. Not present was the Article Award winner Jim Ward.

The 12th Annual R&LHS Awards

The twelfth annual presentation of the Railway & Locomotive Historical Society's Railroad History Awards was made at the society's Annual Banquet on May 8, 1993, at the Hampton Inn in St. Louis Union Station, hosted by the R&LHS Chicago Chapter. Awards Panel Chairman Bill Withuhn filed the following report:

The Senior Achievement Award

The Gerald M. Best Senior Achievement Award honors significant contribution of long standing to the writing, preservation and/or interpretation of North America's railroading history. The Awards Panel voted to grant it this year to Benjamin Franklin Good Kline, Jr.

Anyone doing research into the history of railroads in Pennsylvania knew Ben Kline. He was curator at the Railroad Museum of Pennsylvania in Strasburg and passed away unexpectedly earlier this year. He is missed. But he left us all a rich legacy.

Ben had little formal education. Yet, as John H. White put it once, Ben was "one of the best researchers in the business." He wrote five books: *Pitch Pine and Prop Timber: The Logging Railroads of South-Central Pennsylvania* (1971), *Wild-Catting on the Mountain: The History of the Witmer & Steele Lumber Co.* (1970), *Stemwinders in the Laurel Highlands: The Logging Railroads of Southwestern Pennsylvania* (1973), *Dinkies, Dams and Sawdust: The Logging Railroads of West-Central Pennsylvania* (1975), and *Little, Old and Slow: The Life and Trials of the Peach Bottom and Lancaster, Oxford & Southern Railroad* (1985). The first four were in a series on logging published by Tom Taber, and they won a major award from the

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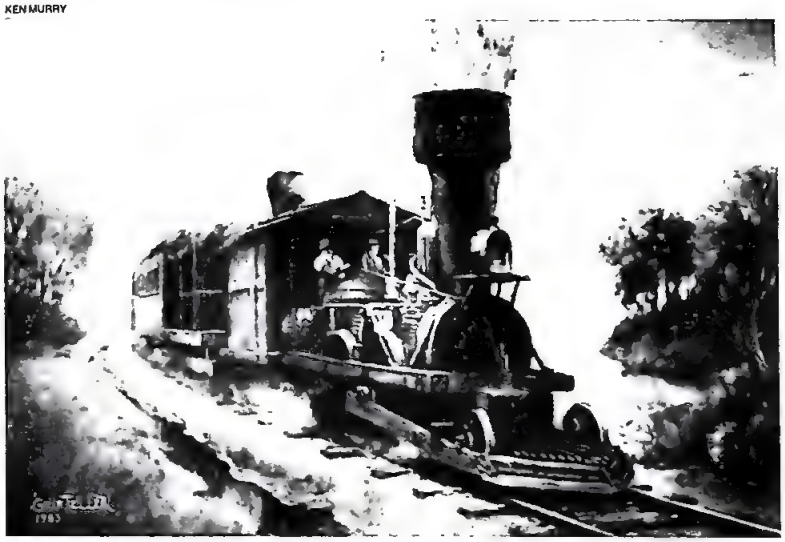
American Association for State & Local History (AASLH). Ben published the authoritative history of the Heisler locomotive (1891-1941), and for the Railroad Museum of Pennsylvania, he organized and edited *The Baldwin Locomotive Works Negative Collection Catalog* (1989). In a word, Ben Kline was *the* national authority on logging railroads in Pennsylvania and a national authority on the three classes of logging locomotives that served the forest industry throughout North America: the Heisler, Climax and Shay.

Ben had begun to work for the Railroad Museum of Pennsylvania almost before there was a museum. He was a locomotive engineer on the Strasburg Rail Road, and he also worked in the road's repair shops. A meticulous craftsman in wood and steel, he did major conservation, repairs and paintwork (including lettering) on the Cumberland Valley combination car (the third-oldest passenger car in the U.S.) and on the V&T 2-6-0 *Tahoe* under contract to the museum in the years before it opened to the public. Ben then landed a job at the museum. When a formal artifact restoration program was begun in 1982, Ben organized and headed it for the next eleven years; with indispensable assistance from volunteers of the Friends of the Railroad Museum, the transformation was dramatic. Where before the museum's priceless collection of locomotives and rolling stock was in jeopardy, Ben's on-site leadership brought it up to a high state of care. In the meantime, he added regularly to the collection. His last acquisition project was of the Climax formerly at Edaville, thus giving the Railroad Museum of Pennsylvania a logging-locomotive roster comprising all three types.

Dear to Ben's heart was the *John Bull* replica locomotive, which he and a corps of volunteers restored to regular service in

KEN MURRY



THREE PEOPLE ARE HONORED in this rendering of the *John Bull*. It was painted by the late Grif Teller and is featured in the R&LHS Book Award winner *Crossroads of Commerce* by Dan Cupper. At the throttle of the locomotive, Teller painted the image of his good friend, the late Benjamin F.G. Kline, Jr.

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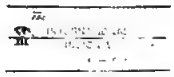

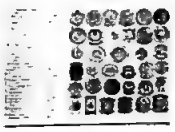

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1982. The *John Bull, Jr.* soon became the symbol of the museum and of its Friends group, bringing to life a representative of America's earliest rail history. As engineer once again, Ben could be found often at the *John Bull*'s odd throttle; on one memorable evening, Ben instructed both Stanley Crane and Graham Claytor on the fine points of its hook-and-link valve gear. In 1983, Grif Teller received a commission to do an action portrait of the little engine. In the painting is the only railroad crewman in a Teller picture to show a recognizable person: Ben Kline, with his "trademark" bowler hat, bound for glory.

Scholar, conservator, interpreter, collector and a remarkable and unforgettable human being — Ben Kline was all of these things. The award honors his enduring work.

The Photography Award

The Fred A. and Jane R. Stindt Photography Award recognizes outstanding contribution to the photographic interpretation of North America's railroading history. The award may be given for a single photographic project or publication, or for a significant body of work over a long period. The Awards Panel voted this year to honor Charles T. Felstead.

Since the 1940s, Charlie Felstead has been shooting, acquiring, conserving and cataloguing large-format steam locomotive roster photographs. There is perhaps little remarkable in that. The difference is that Charlie has, for many years, made this extraordinary collection fully available to publications and to others. He does his own careful darkroom work, and he produces beautifully made prints, even to tight deadlines. The negative collection consists of his own work and that of numerous other photographers, including, most notably, that of the late Robert Foster. When these pictures are published, Charlie insists that the original photographers be credited; he has never claimed the work of others as his own.

Charlie has contributed, on request, to nearly every magazine in the railroad field — historical, hobby and trade. He is one of the primary sources for Jack Ferrell's *Locomotive Quarterly*, where over 1000 of Charlie's prints have appeared over the years. In truth, Charlie Felstead has become a national resource. His dedication is legendary, the quality of his work is a standard by which other providers of locomotive imagery are judged, and he is a delight to work with. It is to balance, just a bit, the debt we all owe Charlie that the R&LHS presented this award.

The Book Award

The George W. and Constance M. Hilton Book Award is for an outstanding work of lasting value to the interpretation of North America's railroading history, published during the three-year period preceding the Award. Eligible books this year were those published from 1990 through 1992.

This year's nominees for the Book Award were: George Bradley, *Indiana Railroad: The Magic Interurban*, Central Electric Railfans Association, 1991; Dan Cupper, *Crossroads of Commerce: The Pennsylvania Railroad Calendar Art of Grif Teller*, Great Eastern Publishing, 1992; George Douglas, *All Aboard: The Railroad in American Life*, Paragon House, 1992; John Garden, *Nicholas Morant's Canadian Pacific*, Footprint Publishing, 1992; Stephen Glischinski, *Burlington Northern and its Heritage*, Andover Junction Publishing, 1992; James Holton, *The Reading Railroad: History of a Coal Age Empire, Vol.I: The l9th Century*, 1984, and *Vol.II: The 20th Century*, 1992, Garrigues House Publishers; Albro Martin, *Railroads Triumphant: The Growth, Rejection and Rebirth of a Vital American Force*, Qxford University Press, 1991; Ken Rattenne, *The Feather River Route, Vol. Two: A Geographical Tour, Keddie to Salt Lake City*, Trans-Anglo Books, 1991; Mike Schafer, *All Aboard Amtrak*, Railpace, 1991; John Stevens (editor), *Pioneers of Electric Railroading*, Electric Railroaders Association, 1991; Fred Stindt, *San Francisco's Century of Streetcars*, Fred Stindt publisher, 1990; Anthony Thompson, Robert Church and Bruce Jones, *PFE: Pacific Fruit Express*, Central Valley Railroad Publications, 1992; David Vrooman, *Daniel Willard and Progressive Management on the Baltimore & Ohio*, Ohio State University Press, 1991, and Robin Winks, *Frederick Billings: A Life*, Oxford

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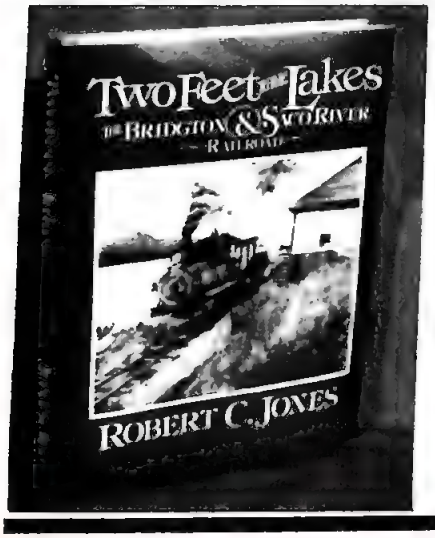

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University Press, 1991.

The choice of the Awards Panel this year was *Crossroads of Commerce: The Pennsylvania Railroad Calendar Art of Grif Teller*, by Dan Cupper, with photography of the art works by Ken Murry. Said a reviewer in the Philadelphia *Inquirer*, "What Norman Rockwell did for postwar American middle-class life, an artist named Grif Teller did for the image of the imperial Pennsylvania Railroad." The reviewer continued, "Teller illustrated and, in fact, helped create the spirit and mythology that gave the Pennsylvania its very strong sense of individuality. To look at a Teller painting from the glory years is to know and to feel all the pride and confidence of one of the mightiest enterprises of its time."

And that is what's missing from so much conventional history writing: an evocation of the "spirit" and "pride" of a time in history, an evocation of a visceral *feeling* about an era. That is difficult to do with words. Perhaps it is impossible, since for people the feelings didn't come originally via words but from experiences and context.

Dan Cupper, assisted by photographer Ken Murry and the painstaking efforts of the publisher, have done far more than produce a picture book. Cupper's masterful introduction sets the stage for the deeper appreciation of Teller's image-making (and that of other painters employed by the Pennsy). Teller's paintings were about "power and influence," says Cupper, about the projected symbols of what *Fortune* magazine called not just "a business enterprise" but "a nation." The Pennsy "behaves like a nation; it blankets the lives of its 100,000 citizens like a nation, it requires an allegiance as single as a patriot's." Cupper's interpretation, in combination with the power of images reproduced in their original clarity and color, make for a presentation of history in a way not possible with just text, no matter how well "illustrated." The images, one after another, add up to something deeper. Dan Cupper's book stands as the best interpretation, in any medium, of the place of the Pennsy in American economic and social life.

Recognition is also due to the care in publication represented by this book. The fidelity of the full-page reproductions of the calendar art is remarkable; one can compare pristine original calendars to these reproductions and see a fidelity in color-correction and resolution that is absolute. The publisher was helped in achieving this quality by Bennett Levin, long-time friend of Teller's, who underwrote the up-front expenses of the project, and by photographer Murry, also Teller's close friend, who very clearly viewed the work on this book as a tribute. Grif passed away just weeks ago, and so this book is perhaps his best remembrance.

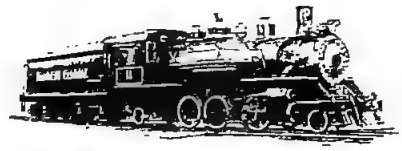
The Article Award

The David P. Morgan Article Award is for an outstanding article or paper of lasting significance to the interpretation of North America's railroading history, published during the two years preceding the award. Eligible articles this year were those published from 1991 through 1992, based on cover dates.

This year's nominees for the David P. Morgan Article Award were: Mark Aldrich, "Safety First Comes to the Railroads, 1910-1939," in *Railroad History 166*, Spring 1992; Michael Blaszak, "The Chicago Missouri & Western Story," Parts 1 and 2, in *Trains*, September and October 1992; Preston Cook, "The SDP40F: From Varnish to Vanquished," Parts 1 and 2, in RAILFAN & RAILROAD, January and February 1991; Frederick Gamst, "The Context and Significance of America's First Railroad, On Boston's Beacon Hill," in *Technology & Culture*, January 1992; H. Roger Grant, "Life and Death of the Erie Lackawanna," in *Trains*, February 1992; Walter Gray, "Sacramento's Big Party" (on Railfair '91), in *Locomotive & Railway Preservation*, September/October 1991; Peter Moshein and Robert Rothfus, "Rogers Locomotives: A Brief History and Construction List," in *Railroad History 167*, Autumn 1992; Ralph Podas, "A Point in Time on the Milwaukee Road: The Custer Creek *Olympian* Tragedy, June 19, 1938," in *Railroad History 166*, Spring 1992; Anthony Reevy, "Railroads and American Music," in the National Railway *Bulletin* (NRHS), Vol.56, No.5, 1991; Theodore Shrady, "The Day the

Continued on page 69

Run out of Steam?



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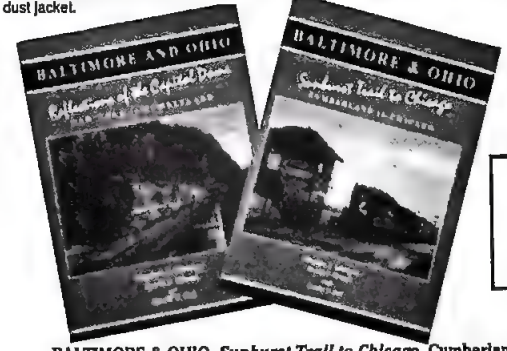

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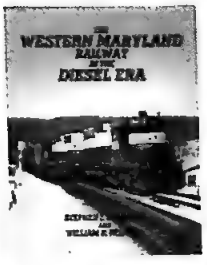

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Transit Currents

New Chicago

Fred Klinger wrote that it appears that the Chicago area may be getting a new commuter railroad. What Fred is excited about is the recommendation in early March 1993 for approval of a $5.7-million grant to start the process of making part of the Wisconsin Central Railroad line able to accept commuter service through north Cook and central Lake counties. The line in question is the old Soo Line from Schiller Park north toward Wisconsin. The service would serve communities south from Antioch through Libertyville, Mundelein, Vernon Hills, Wheeling, Buffalo Grove, Prospect Heights, Mount Prospect and Des Plaines. A station at Franklin Park would be just a few hundred yards from O'Hare Airport.

Planning for service in the Soo Line corridor has been in process for a long time. Metra, the suburban commuter agency of the Chicago Regional Transportation Authority, has contended for years that the ridership projections look pretty darn good. My former student, Mark Fowler, director of the Northwest Municipal Conference's transportation office, says, "It's just a can't-lose project."

The plan's initial work will be engineering studies for track improvements and station platforms. If all moves well, the service might begin in three to five years. Thanks again to Fred Klinger for the news.

Hoosier Traction Meet

Get out your calendars and jot down September 10, 11 and 12 of 1993 as the dates for the 10th Annual Hoosier Traction Meet. It will be held at the Best Western Waterfront Plaza in Indianapolis and will be sponsored, as usual, by Dr. Howard Blackburn.

This year, the transit property to be covered in detail will be the Cincinnati & Lake Erie. Earl Clark will assemble slide and movie segments, and Jack Keenan, author of the book *Cincinnati & Lake Erie*, will talk about the history of the railroad. The Hoosier Traction Meet will start on Friday, September 10, with a traction swap meet. Yours Truly is scheduled to talk at 7:00 that night about recent events in rail transit.

If you are interested, the fee is $10.00 in advance to Hoosier Traction Meet, 2958 Westridge Avenue, Cincinnati, OH 45238; 513/661-0042.

Light Rail into Linthicum

On April 2, 1993, another three miles of the Central Light Rail Line was opened in Baltimore. Actually, the extension took the line outside of Baltimore County and into Anne Arundel County to the south. Stations opened up at Baltimore Highlands, Nursery Road, North Linthicum and Linthicum. The usual festive celebrations were held to commemorate the opening. There is more to come. The line through Ferndale Station to Dorsey Road south of Linthicum is scheduled to open in July. Only 250 additional parking spots exist between the four new stations, but upon opening to Dorsey Road there will be an additional 780 spaces available at that point.

The Central Light Rail Line will still not be finished, and it is expected that 1996 will see the opening of a 2.5-mile spur to serve the Baltimore-Washington Airport. That addition will leave the current line just south of Linthicum Station. Thanks to Marion J. Zych for the good news.

Bombardier Prototype in Boston

The Massachusetts Bay Transportation Authority is undertaking major capital replenishment programs. One of these is the order for 86 rapid transit cars from Bombardier to replace the old Pullman-Standard 01400 series "Blue Bird" cars on the Red Line. Jonathan White writes from the general vicinity of the Hub City that the MBTA has recently taken delivery of a pair of prototype 01800 series cars.

These new cars employ a.c. traction motors and are on the property for test purposes only. Mr. White writes that they are innocent of numbers or the MBTA Circle T logo. After evaluation, the test cars will be sent back to Bombardier for installation of interior fixtures and seating and then will come back to the MBTA as 01800 and 01801. The 01400s will probably be yanked out of service as soon as enough 01800s are accepted, and the old Blue Birds are likely to be scrapped very quickly.

Jonathan writes, "The new cars also feature a noticeable departure from standard MBTA rapid transit car design. The new cars have a strikingly different look about them, and amenities were specified in part by Red Line riders, who told the MBTA several years ago what features they would like to see in these new cars. The vehicles the riders asked for and are getting have four doors per side, as do the 01400s they are replacing, air conditioning (which the 01400s don't have), and hand holds situated away from the doors to prevent passengers from congregating in the door areas and blocking entry and exit, which has been a significant problem with the 01400s.

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Commuter Line

"In response to the Americans with Disabilities Act, the 01800s have several wheelchair positions in each car, digital destination signs and an automated public address system that announces upcoming stations both audibly and visually through digital signs in the car interior. (The 'T' is testing such a system on Green Line type seven LRV 3682.)

"The 01800s are also constructed of unpainted brushed stainless steel, a radical and very pleasant departure from the normal MBTA practice of fully painted white cars with a color band wrapping around the entire car from just below the window to the frame. The only paint on the new cars appears on the ends, where approximately foot-wide red stripes extend from the car edge to the end door, below black window bands. The effect is very modern and immediately conveys the impression that these cars are state of the art and very different from anything Boston has ever operated before. These cars look good!"

The cars are usually kept way back in the carhouse at Cabot Shops in South Boston and are test run only after service hours are over or between 2:00 and 5:00 a.m. This means they are not out in the open in daylight very often and are very hard to spot or photograph. Thanks again to Jonathan White for the news.

St. Louis Tunnel

A 4800-foot tunnel through downtown St. Louis is the heart of the Metro Link light rail line now being constructed in the St. Louis area and will be open by the time you read this. The tunnel was built in the 1870s for use by a railroad, and after serving for many years it was largely abandoned. It has been refurbished, and stations for the light rail line have been constructed in the tunnel.

All was going well when, in late July 1992, a portion of the tunnel collapsed. Evidently what happened is that a void had formed on one side of the tunnel wall at the point of collapse. The void was large enough so that a cast-iron water main that spanned the top of the void broke, filling the void with water; the water then pushed against the side wall of the tunnel, causing the foot of the wall to be pushed into the tunnel. The brick arch roof of the tunnel lost support from the walls and fell.

The usual questions were raised in the local news media; the Bi-State Agency, which is constructing the light rail line, employed the Sverdrup Corporation to make studies of the tunnel to see if there were more such voids of a nature to cause problems.

The collapse raised questions about old tunnels anywhere and everywhere that are either newly pressed into service or have been in use for a long time for rail transit. Deferred maintenance is a favorite game in the United States; this is one of the things that President Clinton is trying to get us interested in, using the term "infrastructure rehabilitation."

But the St. Louis line marches on and will be almost completed as planned by the time it begins service. There will be delay in total completion of the line on the west end because of a hold up due to moving graves. Thanks to Jim Greene for the news.

NJ Transit Rail Improvements

NJ Transit is blessed with one of the best executive directors in the transit business in the person of Shirley DeLibero. She and her staff and the board have been working hard for several years to improve the rail service. For example, the Raritan Valley line riders have not enjoyed the best on-time performance; track problems and maintenance-caused delays are a major outcome of the tardiness. In response, the NJ Transit folks are installing more continuous welded rail along portions of the line to reduce future delays due to maintenance. For 1993, 17 miles of CWR will be installed on the inbound track between Calco and Cranford. For non-electrified service, all 17 of the F40 diesel locomotives belonging to NJ Transit have received a major overhaul. Now in process is an overhaul of the 15 GP40FH-2 diesels. Complete remanufacture of the 13 GP40PH-2 diesels is now in process. Improvements are also underway at Penn Station in Newark and at Penn Station in New York to make life easier for NJ Transit rail passengers.

The New Jersey Urban Core Project will link a number of NJ Transit's rail lines and provide new avenues of transit service for persons traveling within New Jersey. The Kearny Connection — which will provide direct rail service to midtown Manhattan from Essex, Morris, Somerset and Union counties — will link the Morris & Essex lines to the Northeast Corridor. The track connections and rail yard expansion needed for the improvement are expected to be completed by the middle of 1995.

Another part of the Urban Core Project is the Secaucus Transfer, which will be built in the Hackensack Meadowlands to improve access to Newark and central New Jersey from Bergen, Passaic and Rockland counties. Riders from the Bergen/Main and Pascack Valley lines will save 20 minutes in their commute by being able to transfer directly to the Northeast Corridor line trains rather than having to go to Hoboken in order to connect with PATH service. This will relieve PATH trains of some overcrowding.

In another part of the Urban Core Project, the proposed Newark-Elizabeth rail link will offer rail access to the Newark International Airport. The Hudson River Waterfront Transportation System will create some alternative bus routes and plans to provide light rail service between Bayonne and

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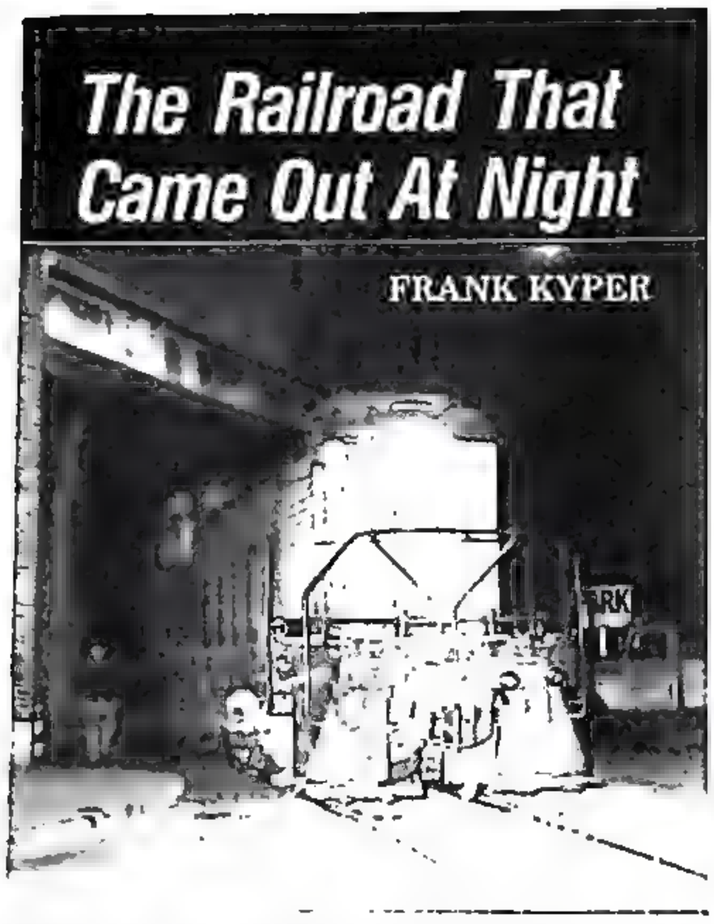

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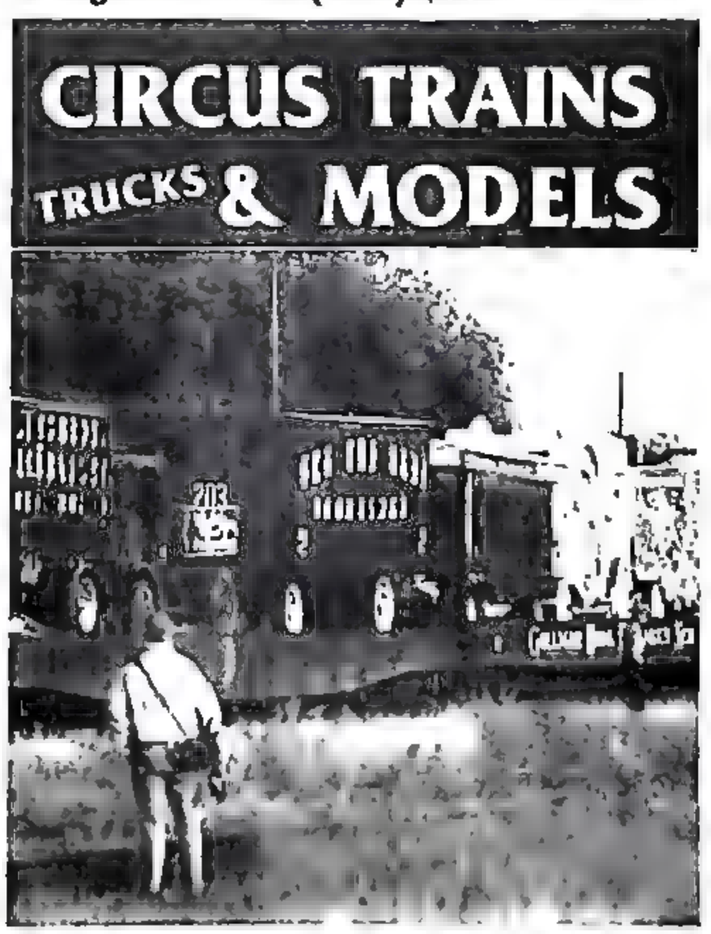

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Edgewater (in Bergen County) connecting NJ Transit's various rail lines and a large number of proposed park-and-ride facilities. The Waterfront Connection, which is the first rail extension in northern New Jersey in a quarter century, will provide rail commuters with service from Newark Penn Station to Hoboken terminal. A single-track connection that permits four morning and four evening peak-period trains to travel between Hoboken Terminal and Newark Penn Station is already in place.

In addition, NJ Transit has placed in service new ALP-44 electric locomotives to replace the E-60s purchased from Amtrak in the early 1980s. The new and refurbished locomotives will help insure faster and better on-time performance. Running a railroad is a big job and one that is never finished. Many, many thanks to Phil Buchert, who just has to be one of the most super people in the whole railfan business. You can meet Phil by taking a ride on the Conway Scenic Railway, where he is a regular train crew member.

Minneapolis Light Rail Decision

Early in January 1993, Minnesota Transportation Commissioner Jim Denn made the decision that the reconstruction of Interstate Highway 35-W between Minneapolis and Burnsville will include light rail transit tracks in the median lane. Special lanes will also be set aside for buses and carpools. There will be no additional regular driving lanes.

Michael Lipsky, who supplied the information, writes, "The approximate distance is about twelve miles from downtown to 96th Street. Possible construction start-up date is 1997-1998. The expansion will result in hundreds of home demolitions in South Minneapolis and Richfield (between Minneapolis and Bloomington). This fact may slow down the process and push the 1997-1998 date a little further into the 21st century. Another obstacle may be funding. The entire project — freeway and light rail — will reportedly cost upwards of $2 billion. Federal dollars were mentioned as a major source of funding.

"The announced terminus for this line is not the highly built up commercial center of Burnsville, where there is considerable retail activity, but in a semi-industrial and residential area on the north bank of the Minnesota River at 96th Street in Bloomington. Although it comes close, the projected route will not service the international airport or the Mall of America, located a few miles to the east along Interstate 494 in Bloomington." Many thanks to Michael Lipsky.

Flashes

The Friends of the **EAST TROY RAILROAD MUSEUM**, Inc. (P.O. Box 466, East Troy, WI 53120) held their Sixth Annual Trolley Festival on April 24 and 25 of 1993. Four former South Shore Line cars were in operation, including the Ravenswood, which is the East Troy Museum's party car and is regularly used for a dinner train service. The East Troy Railroad is seven miles long and features streetcars, high-speed interurbans, a vintage open car, electric locomotives and a host of other attractions. It would be a good place to visit this summer. For information, call 414/548-ETER. Thanks to Jack Franklin for the information.

Dave Neubauer wrote in early April 1993 that **ST. LOUIS'** Metro Link is now in the simulation phase of operation. Neubie says the cars run each weekday from 2:00 p.m. to 9:00 p.m. with about twelve cars running on a continuous basis. About every ten minutes a car passes. "You know," says Neubie, "It's just like streetcars."

The score for the opening day of the **RED LINE SUBWAY** in Los Angeles was 52,800 riders. On the first day of regular revenue service, February 1, 1993, just under 25,000 commuters, paying a 25¢ fare, used the subway. Thanks to Martin Gombert for the news.

The **CONNECTICUT ELECTRIC RAILWAY** in *The Connecticut Trolley Museum News* (P.O. Box 360, East Windsor, CT 06088) reports that, by the time you read this, the visitor center building should have received its certificate of occupancy and that visitors can now use the building. In addition to the comfort for patrons, the exhibit hall in the visitors center will permit people to see cars that have been out of sight in storage barns for years. The exhibits include Connecticut Company No.25, which is a double-truck service car of 1910 vintage, and a 1914 Kuhlman steel center entrance passenger car from Shaker Heights, Ohio.

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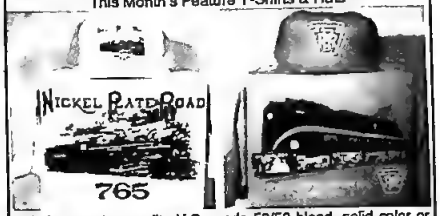

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Railnews

AMTRAK'S AMD-103s During a May 11, 1993, ceremony at Washington Union Station, Amtrak dedicated the first of its new General Electric AMD-103 locomotives. These 4000 h.p., computer controlled, fuel efficient locomotives feature a European-inspired "monocoque" body style with a newly-designed bolsterless "B" power truck featuring fabricated side frames and no sliding surfaces. Amtrak and GE cooperated on the concept which Amtrak is touting as the "first diesel unit specifically designed for passenger use on North American rails in the last four decades." The model designation denotes *AM*trak *D*iesel, and the 103 refers to the unit's top speed. Amtrak 800 is the first of 42 AMD-103s which are scheduled for 1993 and 1994 delivery. The "shells" for the first eleven were constructed in Germany by GE-affiliate Krupp AG, and the units were completed by GE's plant in Erie, Pa. The remaining 31 units are being completely manufactured at Erie.

The first units to be delivered will be initially assigned to the *Auto Train* between Lornton, Va., and Sanford, Florida. These will be the first units on Amtrak to be permitted on all track over which Amtrak operates, as the low-profile and compact carbody of the AMD-103 keeps them within the clearance envelope of the tunnels, catenary and third rail in the New York City area (when the AMD-103 order was announced in 1991, there was talk of ten similar units with dual mode capability to replace the FL9s).

The AMD-103s are a departure from previous Amtrak locomotives which were basically modified freight units. They feature extra collision protection for the crews, and the carbody is a structural part of the entire locomotive frame. Some skeptical railroaders who have already seen the units have been calling their structural "monocoque" body an "E-unit truss," and they question the ability of access for maintenance, a trait which led to the abandonment of the E-unit and F-unit carbody concept (cowl units like the SDP40F and F40 have large side doors and panels and have their hoods removable for access to the machinery platform). Because of their limited rearward visibility, the AMD-103s have a small hostler cab with a window in the rear bulkhead.

THE ULTIMATE HI-RAILER During April 1993, Burlington Northern was testing a Brandt Road Rail Corporation Hi-Rail truck at Tulsa, Oklahoma. It has been used mostly to haul oversize loads between Tulsa and the Port of Catoosa, about 20 miles to the northeast. The hybrid truck tractor/rail vehicle was built by Brandt Industries of Regina, Saskatchewan, and can pull up to eight loaded rail cars. On April 6, it moved two oversize loads between Tulsa and Oklahoma City as BN symbol 01X63TU-06 — DAVID SMITH.

CP RAIL SYSTEM The new CP Rail System "dual flag" livery (July '93 R&R, page 4) is rapidly spreading among other units, and so far there haven't been major changes to the overall design. One item contrary to our July '93 news story is that the full livery *is* being applied to the eleven high-hood SD40-2s purchased from Norfolk Southern in 1992. CP Rail System is converting these high-hood units into cabless boosters which CP refers to as "B-cabs." Initially CP kept the NS, nee-SR, numbers (3244-3254) with white "CP Rail" lettering on the black units. In System Red paint the B-cabs are having their cab windows painted over, and they are getting renumbered 5475-5485 in the order of overhaul. So far the conversion is 3247/5475; 3250/5476; 3244/5477; 3246/5478; 3248/5479; 3249/5480; 3251/5481 and 3252/5482. The 3245, 3253 and 3254 were still black at press time, and they have been assigned to the D&H at Binghamton while the eight red units are assigned to St. Luc (Montreal). The 5475 was the first B-cab to get the System Red, but the dual-flag Scotchlite decal was out of stock at the time, thus it is running around without flags.

The seven SD40-2s purchased from Kansas City Southern (670-676) are also getting overhauls and are being assigned numbers 5415-5421. So far just the 670, now the 5415 and the first unit on the entire CP roster to get the new livery, has been shopped, and the other six are still running in KCS white with red "CP Rail" lettering. On the bookkeeping side, all seven KCS units were purchased by the D&H, and they are assigned to Binghamton.

Plans are to still apply the new livery at the rate of roughly 100 units per year, mostly during overhauls. Of CP Rail's 1658 currently active units, 1148 will get the full livery, 417 units (mostly yard switchers and some road switchers) will get System Red paint and no flags, and 93 units will be retired (the six axle Alcos/MLWs, RS23s and RS36s).

Interestingly, CP SD40-2F 9000 was repainted in the new livery to verify that the decals would work on the full-width carbody. These units aren't due for overhauls until after the turn of the century, so this will likely be the only one painted for quite a while. Some historical notes: The last Soo Line unit painted in Candy Apple red was GP9 2553, the last CP unit to get the Action Red (with no multi-mark) was GP9u 1608 (originally 8611), and the last D&H units to get the lightning stripe livery were GP38-2s 7303 and 7304.

NORFOLK SOUTHERN SD70s As reported last month, the first production order for EMD's 4000-h.p. SD70 was delivered to Norfolk Southern during April 1993. The six units, 2500-2505, feature conventional 26L brake systems and "spartan" cabs rather than the desktop controls and wide-nosed super cabs which have become common on most new locomotive orders. As standard on SD70s, however, they have the self-steering radial trucks. On April 27, NS made an initial road test with SD70s 2504 and 2505 by having them lug a unit coal train from Bluestone, Virginia, to Bluefield, West Virginia (page 4). During 1993 and 1994, NS is scheduled to receive an additional 50 SD70s.

ABERDEEN & ROCKFISH 2-8-2 40 The 1993 season on the Valley Railroad in Essex, Connecticut, began on May 1st with a renewed face, former Aberdeen & Rockfish 2-8-2 No.40. The overhaul of this lanky Mikado had begun late in 1986, and steady work continued through 1988 when Valley's attention turned to the acquisition of Chinese SY 2-8-2 1647 and the operation of the *North Cove Express* dinner train. After selling the Chinese Mikado to the New York, Susquehanna & Western during December 1991, attention again turned to completion of the 40 while former-Birmingham & Southeastern 2-8-0 97 held down the VRR schedule. Valley's A&R 40 made its first test runs just before Christmas 1992, and the new paint job was completed in the spring. The 40 is now the regular engine on the Valley, allowing 2-8-0 No.97 some much needed shop time.

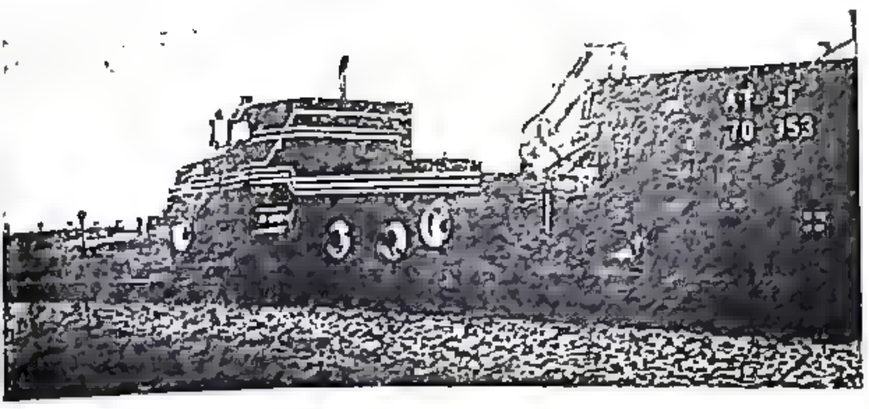
Valley's No.40 was built in 1920 for the Portland, Astoria & Pacific Railroad as No.101. It was sold it in 1923 to California's Minarets & Western Railway Company, and Southern Pacific bought it in January 1935 but didn't run or reletter it. The Aberdeen & Rockfish bought the 2-8-2 in December 1935 renumbering it 40. A popular locomotive on the A&R, the 40 was retired to the enginehouse and pulled out occasionally for public display. The Valley Railroad bought the 40 in 1977 and operated it until 1985 when a driver tire broke. The current overhaul should last through the turn-of-the-century — J. DAVID CONRAD, VALLEY RAILROAD.

CLARENDON & PITTSFORD The Black River & Western short line in Central New Jersey purchased "torpedo tube" GP9 752 from New England's Clarendon & Pittsford, a subsidiary of the Vermont Railway. The unit arrived on the BR&W during March 1993, and it was pressed into service immediately without altering C&P's attractive red livery. The unit is presently in daily service on the freight trains, and it also hauls the weekend excursions between Flemington and Ringoes. Plans are to eventually cover the C&P markings with red paint and to letter the unit Black River & Western at the same time as BR&W's presently-unlettered former-Great Western 2-8-0 No.60.

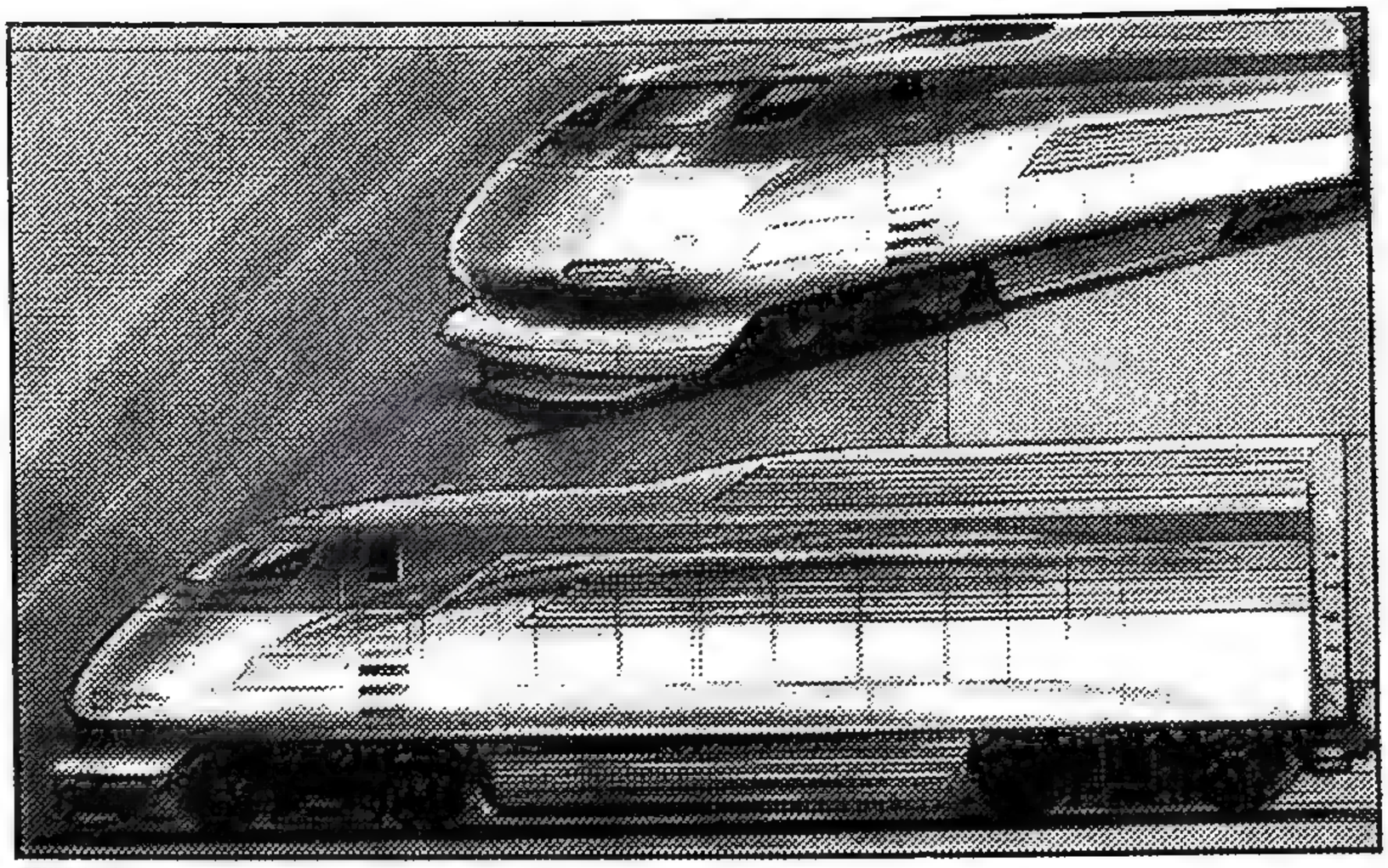
The BR&W is an 18-mile freight-hauling short line between a Conrail interchange at Three Bridges and Lambertville on the Delaware River (across from New Hope). Weekend steam and/or diesel excursions are offered in season between Flemington and the road's shops at Ringoes, with occasional trips to Lambertville. In addition to 752, active BR&W units include CF7 42 and RS1 57. Alco T6 No.56 is currently for sale, as is "parts unit" CF7 41.

CUYAHOGA VALLEY LINE One of the "Western Maryland FAs" is now being leased by the Cuyahoga Valley Line south of Cleveland, Ohio, for its excursion trains, and it will become a "D&H FA." Western Maryland Scenic Railroad FPA4 305, former-CN/VIA 6771, is owned by Sheridan Rail Operations of Illinois which is leasing the unit to the power-short CVL. The 305 hauled a National Park Service

DAVID SMITH



THE ULTIMATE HI-RAILER would seem to be the hybrid truck tractor/rail vehicle built by Brandt Industries of Regina, Saskatchewan, which has been undergoing testing on Burlington Northern at Tulsa, Oklahoma. On April 6, the big rig was photographed pulling an oversize load between Tulsa and Oklahoma City as BN symbol O1X63TU-06. It can haul up to eight loaded cars.



GENERAL MOTORS

THE "CALIFORNIA" F59PH will be the wildest looking locomotive to hit American rails in quite a while, judging by this artist's rendering. EMD plans on building nine of the 3000-h.p. high-speed units for the California Department of Transportation. Caltrans designers conceived the aerodynamic shape of the carbody, which will be made of glass-reinforced polymer resin and other high-strength, light-weight material. California's new units should enter Bay Area service next year.

FRANK SZACHACZ

CP RAIL SYSTEM has decided to apply its new "dual flag" livery to the ex-NS high-hood SD40-2s which are being converted into cab-less boosters called "B-cabs." The 5476 was photographed on the D&H at Saratoga Springs, New York, on April 27.

PETE SWANSON

U.S. ARMY H12-44 1843 was delivered to the Rochester & Genesee Valley Museum in Rush, New York, by a Conrail local on April 8 (**right**). The Fairbanks-Morse switcher was built in 1953 and had been owned by the army its entire life. It was last assigned to the Seneca Army Depot in Romulus, N.Y. The museum's operators, Rochester Chapter NRHS, will leave the unit in army colors.

"employees recognition" special over the CVL on May 7, 1993, with 305 still in its full Western Maryland fireball livery. The following day 305 was brought into the shop to be painted into the Delaware & Hudson blue and gray PA-like warbonnet paint scheme. Cuyahoga Valley National Recreation Area Superintendent Andy Novak humorously added, "With most repaints the chosen number is usually one above the original roster. In our case, since the FA is so much smaller than a PA, we chose the next lower number...," and thus the unit will be numbered 15, lower than the four famous D&H PAs 16-19. Rather than silver trucks and carbody as on the D&H units, CVL chose to use a similar shade of gray. The unit was still in the shop in mid-May, and it is expected to be complete in time to start the regular season on May 29.

The CVL operates 50-mile round trips through the scenic Cuyahoga Valley National Recreation Area near Akron. The tracks are owned by the NPS, and CVL is a non-profit group which owns and operates the equipment. Trains run on Wednesdays and weekends between Memorial Day and the end of the fall foliage.

U.S. ARMY H12-44 On April 7, 1993, Conrail delivered former U.S. Army H12-44 1843 to the Rochester & Genesee Valley Museum in Rush, New York, near Rochester. The museum is run by the Rochester Chapter NRHS, which acquired the Fairbanks-Morse switcher from the Seneca Army Depot in Romulus, New York. The 1843 was built in 1953 and had been owned by the army ever since. A sister H12-44 is still at Romulus. The army depot has replaced both FMs with GP9s, which are already on the property. The 1843 is operable and in fairly good shape and will retain its present paint scheme at the museum for the time being — PETE SWANSON.

THE "CALIFORNIA" F59PH As if Amtrak's new GE-built AMD-103 (page 4) wasn't enough of a radical change in the look of U.S. passenger locomotives, EMD has announced plans for a modified version of its F59PH with a sleek, futuristic carbody custom-designed for the California Department of Transportation (the styling, incidentally, was specified by the customer, not EMD). Nine of the "California-style" units, intended for Bay Area service, will be built for Caltrans at a cost of $20.8 million and will feature a lightweight exterior shell composed of glass-reinforced polymer resin and other materials. The Caltrans F59PHs will be powered by a 710G3A engine with microprocessor controls, rated at 3000-h.p. and capable of operating at 110 m.p.h.

Railnews

Since most of the new passenger diesels introduced in America over the last couple decades have been rather utilitarian in appearance, we couldn't resist looking at the lighter side of the new AMD-103 and California F59PH in the RAILFUN cartoon on page 17.

RUSSIAN TEM7A LOCOMOTIVES The American Grain Company has become the country's newest dealer in locomotives, but the builder's plates all read "made in Russia." Eleven TEM7A diesels arrived at the Port of Houston, Texas, on March 29 on board the Russian vessel *Beloostrov* (page 73). They are the first of 100 Russian locomotives to be imported by American Grain, which has a 99-year contract with the Lyudinovo Diesel Works to provide locomotives and freight cars to the U.S. American Grain plans to base locomotive sales in Baxter Springs, Kansas. AGC President Kenneth Stebbins says the Russian units require 30% less maintenance, consume 28% less fuel and produce 45% more tractive effort than comparable EMD or GE units. (The April 5 *Journal of Commerce* suggests the locomotives, valued at $500,000 each, may actually be barter for a 50,000-ton grain shipment which AGC sold to Russian buyers. It states that rubles paid out for such a grain sale would not be allowed out of Russia; instead, AGC would have had to convert the rubles into another marketable commodity, like locomotives. The report also notes that, "neither Mr. Stebbins nor his firm ... is listed in telephone directories for Baxter Springs, although the law firm of Power & Little in Frankfort, Ind., confirmed ... that it represents Mr. Stebbins and the company.")

Each of the 2000-h.p. TEM7As, which resemble 1950s Baldwins, weighs 180 tons and is powered by a four-cycle V-12 engine. They carry eight tractions motors, and their "articulated four-axle trucks" are actually two two-axle/two-motorn "B" trucks connected by a span bolster — the same B+B-B+B configuration as GE's big U50 of 1963. The manufacturer claims each unit can do the work of two conventional locomotives in many situations, particularly in low speed drag service where they are the equivalent of a GP38 with a slug. The first 21 units are all rated at 2000 h.p, though future deliveries will include 50 3600-h.p. and some 4200-h.p. units. The Port of Houston will have free use of a unit as a demonstrator for potential buyers.

American Grain will also distribute a sensing unit that has become standard equipment in Russia, where a combination of sensors in locomotives and at trackside virtually prevents collisions. They communicate the speed and direction of trains on the same track and override the train crew to slow or stop trains as required to avoid a collision. The TEM7As come with the sensors as standard equipment. AGC reports it is setting up three parts centers across the country and already have a one- to two-year stock of spare parts on hand. In addition, they will soon be bringing Russian hoppers and tank cars to America — J. STEPHEN SANDIFER.

NJ TRANSIT U34CHs The end of the era of U34CHs on NJ Transit commuter trains is rapidly approaching, and this *will be* the last summer for these impressive and loud monsters in their present, plentiful state. The 32-unit state-owned fleet, originally numbered 3351-3382, was delivered to the Erie Lackawanna between 1970 and 1973. They were renumbered into the 4151-series in 1978, and that year one new unit was added; the 4183 was rebuilt by GE from C&NW U30C 934 for New York's MTA Port Jervis service.

The systematic retirement of the U34CHs has begun, owing to the delivery during April and May 1993 of six (4145-4150) remanufactured 3000-h.p., HEP-equipped GP40s purchased from Morrison-Knudsen in Boise. They are classified as GP40PH-2s, and so far the 4145 and 4146 have been identified as B&O's 2nd 4032 and C&O 4081, respectively. The distinctive cosmetic feature on these units is a full set of GP40X/SD45-like flared radiator housings very similar to what Altoona applied to NJT's fleet of former-CNJ GP40Ps (4100-4112) rebuilt during 1991-92, also classified as GP40PH-2s.

In addition to the already-delivered 4145-4150, NJT in March awarded an order to Conrail's Altoona shops for 14 more GP40PH-2s with an option on an additional five. These units will be numbered 4200-4218 with one unit per month being delivered starting in August 1993, then two per month from February through August of 1994. As they are delivered, the 4200s will displace the remaining U34CHs from revenue service. Already, U34s 4152, 4154 and 4158 have been leased to Philadelphia's SEPTA in exchange for an AEM7. This swap should extend through October '93 while SEPTA's "Railworks" improvement projects temporarily de-energize certain electric lines. SEPTA U34CH 4154 (page 74) was quickly given SEPTA's blue diesel livery and put into passenger service. The other two units, one in passenger service and the other on work trains, are still in NJ Transit paint.

There are no firm plans for the sale or disposition of Jersey's U34CHs, but a few will be kept for work train service. In the meantime, the U34CHs can generally be found during the week on the Morris & Essex peak trains and on some of the Boonton Line trains to Dover, on the Waldwick day trains to Hoboken and on some of the Port Jervis/Suffern trains. On weekends several are in the Dover, N.J., coach yard, and U-boats regularly handle some Morris & Essex day trains and occasionally a Bergen County Line train.

These units are significant in that they were among the first diesels built specifically for commuter assignments. They are distinctive in that the HEP alternators are directly driven by the "constant speed" prime mover which remains at a high r.p.m. to provide power for the coaches. When these units accelerate, the r.p.m.s don't change, but the exhaust gets louder as the load increases — a very distinctive U-boat symphony. Somebody should do a video on them!

A "PV" TRIP During April 2-4, 1993, the Southeastern Region of the American Association of Private Railway Car Owners held its spring meeting on North Carolina's Aberdeen, Carolina & Western Railway. The AC&W operated a four-car "private varnish" train between Charlotte and the resort community of Pinehurst for the meeting. The outbound move on the original Norfolk Southern Railway main line to the Sandhills Division between Star and Pinehurst was on April 2. The special returned via the same route on April 4. The cars included the *J. Pinckney Henderson* (named for a North Carolinian who fought in the battle for Texas independence), a PV that gained fame when Amtrak used it in its Keystone Classic service between New York and Pittsburgh last year; the *Survivor*, an office car once owned by the Woolworth department store family; the *Tennessee*, owned by a Knoxville restaurant and short line owner, and *Babbling Brook*, a round-end observation once used on the New York Central's *New England States Limited*.

It was fitting that the meeting took place in Pinehurst, a long-time golf resort that, in the steam era, hosted many a private car off the Seaboard Air Line at Aberdeen and the old NS at Pinehurst. For the occasion of this return to the past, the AC&W took the opportunity to repaint one of its recently acquired former-C&O GP38s. The 3803 is now one of three units in the AC&W's cream and green paint scheme (page 74) — JIM WRINN.

EX-BN SD40-2s In early 1993, Illinois Central acquired BN SD40-2s 6753-6759, 6761-6764, 6766 and 6768-6772, which will be renumbered as IC 6144-6160. This is the second group of SD40-2s that the IC has purchased from BN. In 1991, BN 6708-6713 and 6715-6752 became IC 6100-6143. These 61 units have been acquired to replace the aging "Paducah rebuilds" (GP8s, GP10s) that until recently have been responsible for pulling much of IC's freight. Although they were rebuilt in the 1960s and 1970s, most of the Paducah Geeps are 40 years of age or older. Already, IC's fleet of Paducah rebuilds has been drastically reduced due to the sale of much trackage to regionals and short lines, and undoubtedly the fleet will be reduced even more as IC seeks to modernize its roster with second-hand second generation units. Initially, IC is leaving the green BN paint on its new SD40-2s and simply applying the Illinois Central name in black letters against a white patch on the sides of the cab — CLIFF DOWNEY.

UP's WALLACE BRANCH On April 28, 1993, Union Pacific ended service on the eastern 72 miles of its 92-mile Wallace Branch with a final run of the once-a-week Kellogg Turn, consisting of two GP38-2s, 16 cars of mineral concentrate from the Lucky Friday Mine at the end of branch in Mullan, Idaho, and a caboose. The west end of the Wallace Branch between Manito, Washington, (southeast of Spokane) and Plummer, Idaho, is being kept intact because UP continues to receive lumber traffic off the St. Maries River Railroad at Plummer, but the UP trackage from Plummer east to Mullan no longer generates enough revenue to cover that segment's expenses,

JAY BURKGART

UP's WALLACE BRANCH in northern Idaho saw its last revenue train on April 28. The Kellogg Turn had run from Spokane, Washington, east to Kellogg, Idaho, the previous day. Then, on the 28th, the Turn continued east up the branch, entering former Northern Pacific trackage at Wallace to reach the end-of-branch town of Mullan. With the last shipment of mineral concentrates from the Lucky Friday Mine in tow, the Turn eased downgrade out of Mullan alongside Interstate 90 behind two GP38-2s. Recent drops in mineral traffic forced UP to abandon the scenic 72-mile line.

CLIFF DOWNEY

EX-BN SD40-2s are increasing in number on the IC roster. On February 8, the 6764 was at the VMV Enterprises shop in Paducah, Kentucky, wearing the Illinois Central name on its cab (**left**). Also at VMV that day was Union Pacific E9A 951 in mustard-colored primer during the final stages of its rebuild. UP's three E-units emerged from VMV in late April (see page 68).

KEN CHURCH

A DEVIL OF A GP40 was UP 666, shown at Council Bluffs, Iowa, in November 1990. Its road number was changed to 684 in April 1993, perhaps as a way of exorcising the demons that had been dragging the Stockton-based unit into the shop on a regular basis.

a condition that led the ICC to grant UP permission to abandon in late 1992. The UP postponed abandonment for several months while dealing with appeals from the branch's two remaining shippers, the Lucky Friday Mine and a sawmill which exports timber to Japan. In a narrow mountain valley where some of the world's most productive lead, zinc and silver mines once flourished, Lucky Friday has been losing money and filling fewer rail cars in recent years due to low market prices for its product. Following a restructuring in 1992, the sawmill urged UP to maintain rail service but was reportedly unwilling to give UP a formal guarantee of how many cars it would be shipping. Both customers said they will switch over to trucks.

Another factor which helped delay the abandonment during the past year was a lawsuit filed by the Coeur d'Alene Indian Tribe asking that UP and several of the area's mines be held liable for mineral contamination of the Coeur d'Alene River and its outlet at Lake Coeur d'Alene. UP's roadbed along the river and lake shore contain toxic mineral particles accumulated from several decades of passing trains, particles which could be inadvertently deposited into the watershed if the tracks were pulled out before being decontaminated. The Environmental Protection Agency is already supervising a cleanup of the polluted Bunker Hill Mine site which surrounds the Wallace Branch trackage at Kellogg. The EPA has said it would not hold liable any new company that wanted to buy or lease the Wallace Branch. Another major component to be dealt with will be the line's famous swing bridge at the south end of Lake Coeur d'Alene. The U.S. Coast Guard has demanded that the swing span and its long wooden approach trestles be removed to improve water navigation, but doing so would disturb established wildlife habitats. If the Plummer-to-Mullan track is eventually removed, local officials hope to preserve the grade as a hiking trail.

A DEVIL OF A GP40 Many rumors have surfaced concerning the sudden renumbering of Union Pacific GP40 666, some stating that the railroad got complaints from religious groups after seeing the unit roll through towns. The numerals "666" got national attention as being demonic after the 1970s thriller *The Omen*.

The truth is that UP 666 was assigned to Stockton, California, and in recent years it has had a reputation as a "hangar queen," since it seemed to be spending a lot of time in the shop. A couple of superstitious engineers who use the unit suggested renumbering it. On April 9, 1993, UP 666 (former-Katy 231, nee-Penn Central/Conrail 3105) became UP 684, the next available number in the series.

PHOTOGRAPHY PHIL CENICOLA

EUREKA!

A narrow gauge 4-4-0 at Plaster City in May 1993

by Mike Del Vecchio

The clock was turned back to the 1880s during May 8-9, 1993, when Las Vegas-area attorney Daniel Markoff ran his narrow gauge Eureka & Palisade 4-4-0 No.4, *Eureka*, on U.S. Gypsum's three-foot gauge industrial line at Plaster City, California. The purpose was to break-in the locomotive, which had been operable and making public appearances since 1991 but hadn't yet had a chance to stretch its legs.

This classic American-type was built by Baldwin in 1875 for the Eureka & Palisade in Nevada. When it ceased operating in 1896, the E&P sold the 4-4-0 to the Sierra Nevada Wood & Lumber Company, where it was converted to burn oil and became No.5. When the SNW&LC abandoned its line in 1938, the *Eureka* was sold to a San Francisco scrap dealer. It was discovered there in 1939 by the late Gerald Best, who convinced Warner Brothers to purchase it. Restored to operation, *Eureka* appeared in several movies, its last being *The Shootist* — also John Wayne's last movie. Late in the 1970s the 4-4-0 was sold to a Las Vegas-area theme park known as Old Vegas. In 1985 a burning building collapsed onto the 4-4-0, badly damaging it. In 1986, still under the burnt debris with a charred cab and other damage, *Eureka* was purchased by Daniel Markoff, who moved it to his back yard and began a full restoration. Using Baldwin blueprints and finish schedules, Mr. Markoff restored *Eureka* to its 1870s appearance, complete with ornate striping and gold leaf, brass domes and walnut cab. And, of course, it was converted back to a wood burner.

Eureka was a big hit at Sacramento's Railfair '91 where it operated on a very short stretch of track (August and Sep-

tember '91 R&R), and since then it returned to its historic hometown of Eureka, Nevada, for a visit during August 1992, in addition to other public appearances. The locomotive is kept in its own specially-built enginehouse in Markoff's back yard, and it is trucked to its various appearances. *Eureka* is one of three similar narrow gauge 4-4-0s in captivity: the North Pacific Coast *Sonoma* at the California State Railroad Museum in Sacramento and the Santa Cruz Railroad *Jupiter* at the Smithsonian in Washington, D.C.

Mr. Markoff learned of the Plaster City Line from David Lustig's feature article in the July 1991 issue of R&R, and USG's Corporate Headquarters was cooperative in allowing the 4-4-0 to run. *Eureka* was transferred from truck (supplied by Ron Bunker and Terry Dye of Jake's Crane & Rigging of Las Vegas) to rails at Plaster City, and after USG's last diesel train of that May 8-9 weekend the railroad belonged to the 4-4-0. There were lots of back and forth runs with *Eureka* to break it in — and also to discover its personality and riding characteristics. Markoff was anxious to determine its range on a tender full of water and a cord of wood. They would venture out until they used up a half tank of water and then return to the water supply. As they developed a better feel for running the engine, the water use declined and the range extended. As the photos attest, *Eureka* appeared right at home on that dusty, desolate desert right of way in deepest Southern California. Markoff's own words describe his weekend best:

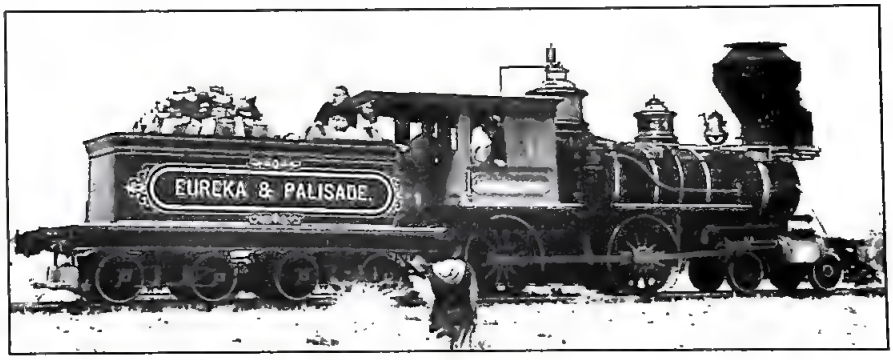
"During the two days we ran a total of 130 miles, testing the locomotive. I am happy to report that everything worked perfectly, much to my relief and pride. We also had available to us probably the worlds heaviest narrow gauge steel flat-car which we pulled for many miles....it was quite handy for us because we carried extra provisions and tools on the long desert runs, and we camped on it as well at night after *Eureka* pulled it far out into the desert.

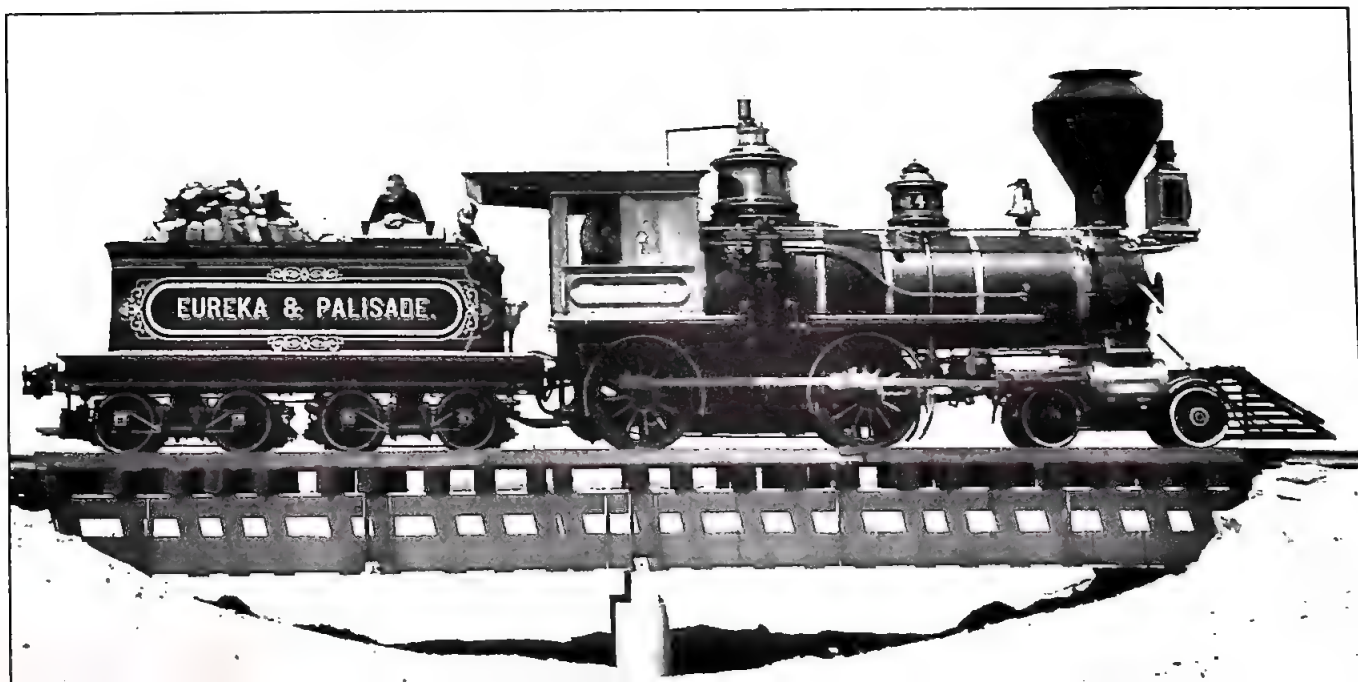
"Perhaps the highlight of the weekend was the last run Sunday night. After travelling backward for 90 minutes, it was time to head back to Plaster City. We could have gone farther, but it was becoming a very dark night, and we could no longer see safely down the track for obstacles or problems. It was therefore time to light the kerosene headlamp and return. I can only tell you that the trip back at night under the starlit desert sky with the headlamp's yellow glow illuminating the way was pure magic, transforming those of us on board *Eureka* back into the late 1870s. Mile after mile slipped by to the soft exhaust beats and the glow of the wood-burning fire. The crew knew that this time was very special and one experienced only by a precious surviving few in this 20th Century. *Eureka* proved itself not only to be in sound running condition today, but also a time traveller to yesteryear."

Only a handful were on hand to witness this magic weekend, including two U.S. Gypsum officials. Chris Dewitt and Lee Hobold of the Nevada State Railroad Museum assisted with the running and firing of the locomotive, and Phil Cenicola; Harold Morehead; Jerry and Sue Jerrems and Bob, Nancy and Dr. John Craddock provided other help.

Future appearances of the *Eureka* are always being considered, as are other operational opportunities. One option being discussed includes a visit to the Cumbres & Toltec Scenic Railroad in Chama, New Mexico, where some of the scenery is not unlike that of the E&P itself.

Eureka! A time machine, indeed.





EUREKA & PALISADE narrow gauge 4-4-0 *Eureka* presented a timeless image during the May 8-9, 1993, weekend when it had the run of U.S. Gypsum's 30-mile three-foot gauge Plaster City line. Having just arrived at what the crews called "the Emerald City," (**opposite**) — actually the USG processing plant north of Plaster City — *Eureka* provided a handy end sill where (l-to-r) John Loren and Barry Simcoe could take a break. Out on the dusty desert right of way (**above**) a small boy seemed in scale with the little No.4, and the *Eureka* (**below**) on that small bridge looked as if it were posing at Eddystone in 1875.

Amtrak's *Sunset Limited*

KARL ZIMMERMANN

"A hog can cross the country without changing trains — but *you* can't." That famous and provocative assertion by Robert R. Young, gadfly among railroad executives, was true enough when he made it in the fifties, and for another four decades as well. Finally it was belied last April 4 when Amtrak extended its Los Angeles-New Orleans *Sunset Limited* to Jacksonville and Miami, Florida, creating the nation's first genuine transcontinental train.

The newly amplified *Sunset* offers an epic journey of substantial dimensions, a 3066-mile passage through eight states that takes nearly three full days and nights. It's a trip on the scale of the *Trans-Siberian Express* or Australia's *Indian-Pacific*. Actually it's a "coast-to-coast-to-coast" run, not just coast-to-coast, since the *Sunset* on its way between the Atlantic Ocean and the Pacific serves such Gulf Coast points as Bay St. Louis, Gulfport, Biloxi, Pascagoula, Mobile and Pensacola.

Expansion has been all too rare an event for Amtrak in its 22 years, so naturally the addition of 619 new route miles to its network was cause for significant celebration. So, too, was the introduction of Superliner equipment to the East, as well as the linking of the oceans, all of which were accomplished by the *Sunset* extension.

Amtrak did, indeed, celebrate — in style — by running a three-day inaugural special from New Orleans to Miami on March 31 through April 2, 1993. In this impressive twelve-car consist were ten Superliners: six coaches, one lounge, one diner and two sleepers, including the *George W. Pullman*. Bringing up the rear was open-platform inspection car 1001, the *Beech Grove*, and an ex-*El Capitan* coach-dormitory transition car for members of the press. (The regular-service *Sunset* is similar though smaller; in a reversal of earlier plans, it carries both diner and lounge for the full Los Angeles-Miami run, along with sleeper and coaches.)

The inaugural special

On a beautifully sunny morning, amid a party atmosphere, the special left New Orleans packed to the gills with invited guests. Ahead over the next two days were stops and ceremonies at eleven towns and cities, large and small, that had previously been bereft of Amtrak service — plus Mobile, where Amtrak had already arrived. (On the third day, ceremonies would be held at eleven communities between Jacksonville and Miami that were already on the route of the *Silver Star* and *Silver Meteor*.) Throughout the special's journey there was a constant ebb and flow of passengers, many riding for just a stop or two.

These were bright days of patriotic bunting, bands and mutually congratulatory speeches. At each stop dignitaries took the podium, introduced by Amtrak's Wick Leatherwood. James L. Larson, assistant vice-president for operations and planning, was the ranking official aboard and thus the Amtrak host.

"Ladies and gentlemen," he said at each stop, "I'm pleased to present to you Amtrak's *Sunset Limited*. Come ride with us."

And the historic nature of the moment was always held in view. "This is the first time in 163 years of passenger service in this country," Larson would say, "that we've had a transcontinental train." Meanwhile, Leatherwood cast the message in practical terms, ending each ceremony by imploring the audience to "go home and tell one hundred of your closest friends that Amtrak has come to town — and that you can take it from coast to coast."

The crowds were substantial everywhere, but they were more unexpected and somehow more engaged and engaging at the little cities, where the coming of the train was perhaps a bigger blip on the graph of daily life. The first stop, at Bay St. Louis, Miss., which has a population under 10,000, was especially affecting. The train pulled in, offering through the broad Superliner windows a scrolling panorama of red, white and blue bunting and hundreds of happy faces and waving hands. While the high school band played, cheerleaders walked through the train, handing out plastic beads (a Mardi Gras staple) and Kisses (the foil-wrapped, chocolate kind) stuck to cards bearing the message "A special kiss from Bay St. Louis — a place apart."

The most memorable vignette of the trip slipped fleetingly by when the special left town, gathering speed as it

THE PRE-INAUGURAL *Sunset Limited* pulled into Orlando, Florida, (**above** and **opposite top**) on May 2, 1993, with Disney characters on the open platform of the *Beech Grove*. Henry and Enola Punzo (**top left**) had greeted the special at Biloxi, Mississippi.

goes Transcontinental

by Karl Zimmermann

TWO PHOTOS DAPHNE CARLETON

passed an elementary school playground. Perhaps a hundred or more little children — the entire school no doubt, clustered by class — stood on the lawn, all wearing paper engineer's hats (courtesy of Amtrak), all waving at what may well have been the first passenger train many of them had ever seen.

Other images stick in the mind: of the vast, sprawling shipyards at Mobile, of Escambia Bay just east of Pensacola, of the barely set concrete and raw earth of excavations where towns were scrambling to get their stations in place in time to welcome the *Sunset*.

Perhaps the best stop was Madison, Fla., where the train was greeted by a whistling, whirling stationary steam engine cranked up (on compressed air) especially for the occasion. Clare Copeland, the elderly president of the local historical society, gave a few interested passengers a whirlwind history of this former cotton-gin engine that later powered a local sawmill. Still later, about 20 years ago, it was found disassembled in a barn and restored by two local men. Jesse Hughey, the survivor of that pair, was on hand to admire his handiwork and pose shyly for pictures. The other gentleman's son was at the throttle.

Memories of the *Gulf Wind*

Amtrak officials riding back in the *Beech Grove* had to have been happy with the performance of the special, which operated on time virtually all the way from New Orleans to Jacksonville. Watching through the glass rear wall of the inspection car as the miles unfolded briskly (surprisingly so for what up until that very day had for two decades been a freight-only railroad), Jim Larson recounted the project from its inception.

"There had been a strong interest in restoring this route for many years," he said. "It's always been considered a sort of missing link. But the first concrete step came in June of 1991, when Graham Claytor and I met in Tallahassee with Governor Lawton Chiles of Florida and Ben Watts, the state's secretary of transportation. We agreed to work toward the reestablishment of service, which we believed could be done in two years."

This estimate proved a good one, though the project was complex to put together, if only because it required the kind of local-state-federal partnership that may be the norm in future Amtrak route expansions. The municipalities provided the station platforms, shelters and lighting. The states provided the capital funding for upgrading the right-of-way and signaling and modifying crossing protection to passenger-train specifications. The federal government (through Amtrak) provided the operating subsidies.

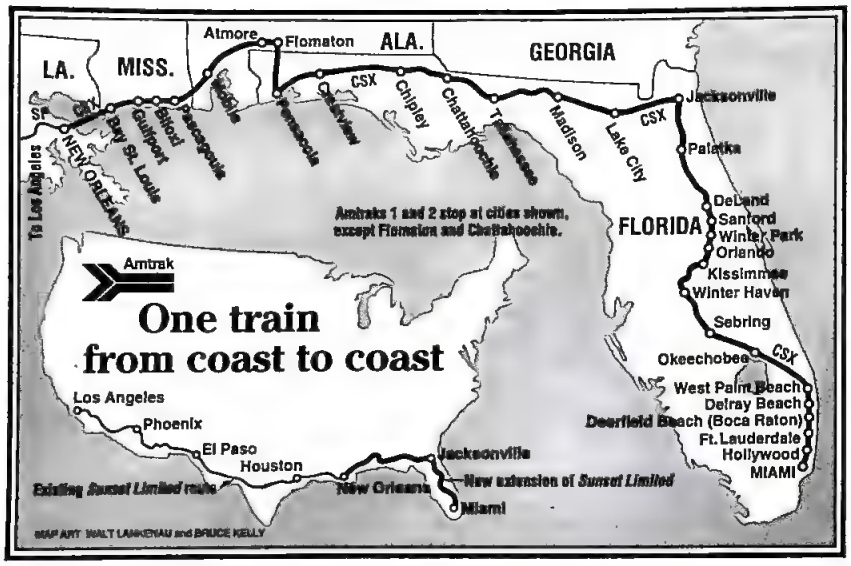
"Of course, CSX was a key player," Larson said, "and they were completely cooperative." After a joint CSX/Amtrak inspection trip later in 1991 to evaluate track needs and potential station stops, the two entities negotiated improvements and potential speed — topping out at 79 m.p.h. on some stretches — on a mile-by-mile basis. To accommodate passenger trains where none had run for more than two decades, superelevations had to be returned to curves, and crossing gates and flashers had to be retimed for higher speeds.

"The railroad was working as late as yesterday afternoon making improvements," Larson said. "CSX made it happen. They deserve a lot of the credit. I believe the schedule is faster than 20 years ago — and that's very rare, when we're able to restore a train on a schedule faster than existed before."

The "before" of this "before and after" sequence was the New Orleans-Jacksonville *Gulf Wind*, run jointly by the Louisville & Nashville and the Seaboard Coast Line (and before that Seaboard Air Line), both now part of CSX. In its latter years this train, by then tri-weekly, ran combined with the Cincinnati-New Orleans *Pan American* west of Flomaton, Alabama. The New Orleans-Jacksonville sleeper was a four-section, four-roomette, five-double bedroom, one-compartment car (SAL *Bay Pines* was assigned, among others); thus the *Gulf Wind* shared with Union Pacific's Salt Lake City-Butte, Mont., *Butte Special* the distinction of being the last trains in the United States (the Maine traverse by CP Rail's and later VIA's *Atlantic* aside) to offer open sections.

The *Gulf Wind*, which died on May 1, 1971, with the coming of Amtrak, made its journey in just under 16 hours; today's *Sunset* requires less than 15, confirming Jim Larson's optimistic assessment of comparative running times. One place where some time is saved is at Chattahoochee, Florida, erstwhile Seaboard-L&N interchange. While the *Gulf Wind* paused there long enough to swap power (July '93 R&R, page 73), today's *Sunset* breezes right through without so much as a station stop.

Related to the *Gulf Wind* in nomenclature is the *Gulf Breeze*, Amtrak's New York-Mobile service that began in October 1989; it's actually a piece of the New York-New Orleans *Crescent* that splits off at Birmingham and heads south on former L&N rails. Thus Mobile has gone in a few short years from a city



without passenger trains to one with two. (Earlier the city had been the eastern terminus for Amtrak's *Gulf Coast Limited*, which ran to New orleans for the world's fair from April 29, 1984, to January 6, 1985.)

The eternal *Sunset*

Long before the new extension to Florida, Southern Pacific's *Sunset Limited* was an institution of considerable interest. Said

to be the oldest "name" train in Amtrak's network, it will celebrate its 100th birthday in 1994. Originally a once-a-week all-Pullman service from San Francisco to New Orleans via Los Angeles, the train was increased to twice-weekly the second year, when it was given a particularly elegant set of equipment including diner *Epicure*; buffet smoker-baggage cars *Siglio* and *El Indio*; lounge sleeper *El Pino*; ten-section, two-drawing room *El Oro*, and *El Pastor*, a car with a parlor and seven drawing rooms reserved strictly for women, a sort of distaff equivalent to the traditional men's smoker.

From 1904 to 1911 there was no all-Pullman *Sunset Limited*; during that period the premier train was the *Sunset Express* which, though it didn't lack elegant Pullmans, diner or lounge, had its cachet marred by carrying chair cars. In November of 1913 the reborn *Sunset Limited* became a daily train, offering ocean-to-ocean service of two kinds: by through tourist sleeper to Washington or by connecting SP-operated steamer to New York.

The through sleepers ran for a number of years, marketed as the "Washington-Sunset Route," using the *Sunset Limited* and the *Argonaut* (successor to the *Sunset Express*) on the SP and the *Crescent Limited* and the *Azalean* on the Southern-West Point Route-L&N. SP's Atlantic Steamship Lines made twice-weekly sailings in each direction between New York and New Orleans, using five vessels (*Momus*, *Antilles*, *Creole*, *Proteus* and *Comus*) to protect the cycle of five-night voyages.

So, of course, coast-to-coast Pullmans did exist prior to the *Sunset*'s extension this year, though no coast-to-coast *train* ever did — and that *Crescent-Sunset* combination of the heavyweight era was among the more obscure operations. Far better known was the veritable fleet of through cars from New York and Washington to the West Coast via Chicago launched in 1946 by a roster of railroads that included most of the major transcontinental players: Pennsylvania, New York Central, Baltimore & Ohio, Santa Fe, Burlington, Rio Grande, Western Pacific, Chicago & North Western, Union Pacific, Rock Island and Southern Pacific.

By 1950, when the *Sunset Limited* put on the orange-accented stainless steel of a streamliner courtesy of The Budd Company, the train had been pulled back from San Francisco to become strictly a Los Angeles-New Orleans service, but with a through sleeper to New York. (This through sleeper was restored by Amtrak and survived until 1983, when it fell victim to the *Sunset Limited*'s conversion to Superliner equipment, incompatible with the Heritage Fleet-equipped *Crescent* that carried the car to New York.)

The classy Budd consist of the 1950 *Sunset Limited* featured a "French Quarter" lounge for all passengers, including those in the coaches; for Pullman patrons only there was a handsome mid-train lounge with shower and valet service. Since there was no observation car, Budd outshopped some unusual ten-roomette, six-double-bedroom sleepers with rounded but blind ends to carry the tailsign.

This lightweight *Sunset* that began so proudly in 1950 ended two decades later awash in a sea of anger and controversy. Its frequency reduced to tri-weekly and diner replaced by automat car, the train limped into Amtrak an unwanted stepchild of a railroad singlemindedly trying to flee the passenger business.

THE FIRST WESTBOUND regularly scheduled *Sunset Limited* paused at El Paso, Texas, on May 6, 1993, with a new GE Dash-8 leading the F40 on the Superliner consist.

"Here it is."

But those dark days seemed far away on April 1, 1993, when Florida Governor Lawton Chiles, who'd had so much to do with the once-despised *Sunset*'s eastward extension, addressed an enthusiastic crowd from under the eaves of the old Seaboard depot at Tallahassee.

"Back in 1971, when I first went to Congress," Chiles recalled, "a friend told me, 'Lawton, if you want to do something popular, bring back the *Gulf Wind*. People will love that'."

"Well," Chiles continued, pointing to the Superliner *Sunset* and grinning broadly, "it took me 22 years, but here it is."

PHOTOGRAPHY: MIKE DEL VECCHIO

Steam and Snow on Cumbres

Three Mikados and a steam rotary snowplow
engage Cumbres Pass in a real and timeless battle in 1993

by Mike Del Vecchio

During the first week of May, how many of you felt the ground shake, noticed your wristwatch running backwards or momentarily saw 1950 on a calendar somewhere in your subconscious? On May 3, 1993, my friends, there was a genuine time warp, and its epicenter was in the San Juan Mountains around the ghost town of Cumbres in southern Colorado. Late winter and spring storms had left a much deeper than usual layer of snow covering the San Juans. With the regular season of the narrow gauge Cumbres & Toltec Scenic Railroad beginning on Memorial Day weekend and two charters booked on separate weekends before then, the C&TS needed to open the line. They waited as long as they could for the snow to melt, but into early May the drifts still piled over 20 feet in spots. There was no choice but to bring out the "OY," one of the last operating steam rotary snowplows in the world.

In preparation for the upcoming charters, the C&TS had put authentic "RIO GRANDE" lettering on the three requested locomotives along with a trio of camp cars and a caboose. The time warp actually began on Sunday, May 2, 1993, when the locomotives and rotary were brought up to full pressure to assemble the next day's train. But the scene at the Chama, New Mexico, yards on that sunny Monday, May 3, was nothing short of haunting as the three engines (487, 497 and 488) and rotary were basking in the chilly air, ready to go. With steam oozing from the usual places, the pops "sizzling" and about to let go, and engineers leaning out cab windows gathering last minute details, virtually nothing in that yard was out of place — save for the spectators.

And this was just the beginning. The goal was the other end of the line at Antonito, Colorado; 64 miles of railroad lay ahead, and nearly all of it was under some accumulation. Not only would the appearance of this "plow extra" be authentic, but the situations, atmosphere and urgency of steam-era snow fighting would seem real — more so than I ever imagined could be possible in 1993. The last time the rotary had been used was May 4 and 5, 1991, and before that in 1983. As in 1991, the C&TS safety & compliance officer, Earl Knoob, would be the pilot as OY would once again prove its worth.

A little about OY

Rotary OY was built in 1923 by Alco at the Cooke Works. It is essentially a fully functional steam locomotive with its cylinders powering the rotary blade rather than driving wheels (steam rotary plows cannot move themselves along the track). By the way, the term

"wheel" gets a little confusing when talking about rotary snowplows, because the complete assembly of the numerous rotary blades is also called the "wheel." The cylinders on both sides are in roughly the same position as they would be on a conventional locomotive, except that each cylinder drives a horizontal shaft. The two shafts rotate in opposite directions, and at the end of each shaft is a pinion gear that drives a common ring gear connected to the plow wheel.

The C&TS uses four people to operate the plow. A pilot is up front controlling the wheel and basically running the show. The engineer, or wheel man, operates a throttle which controls the speed of the wheel, and he is in cramped quarters on the right side of the boiler. Two firemen are needed at the backhead to shovel the eight tons of coal per day that the OY can consume. The tender on OY is believed to be from a pre-1900 standard gauge Rio Grande locomotive. The sloped cover on the tender was added to keep snow and water off of the coal and to somewhat protect the firemen.

The OY in regular service was assigned to Alamosa, while companion OM, built in 1889, was based at Chama. The Rio Grande had a total of four narrow gauge rotaries; the others were OO based in Gunnison and the ON based in Salida. The ON was later sold to the White Pass & Yukon, where it is believed to still exist — sitting in a river.

In the Rio Grande era, Cumbres Pass was normally cleared from the Antonito side, which would allow the help of gravity on the 4% descent into Chama. It was unusual to run a rotary uphill from Chama, but it did happen. The last use of a rotary by the Rio Grande occurred 30 years ago, during mid-March 1963.

WHAT A RACKET the rotary made (**below**) on May 3rd while it slowly chewed on its first real drift, notice the snow is deeper than OY's roof! Melting snow undermined the tracks under that drift later derailing anything that rolled over it. Rather than risk derailing OY, it spent that first night (**opposite**) in a moon-lit clearing below Cresco. The OY (**page 51**) earlier was working past Coxo, that's Windy Point in the upper right.

Monday, May 3, 1993

A conservative estimate says that on that first day well over a hundred photographers were out to witness this rarest of steam events, and nearly all had a field day with the snowless lower part of the line between Chama and Lobato. From there it's a twisty, nearly steady 4% climb to gain the 2100-plus feet of elevation to reach Cumbres Summit (10,015 foot elevation) where the snow averaged six feet deep. The goal for the first day was Cumbres, and if it was reached, the train would tie up there for the night at the water crane. If Cumbres couldn't be reached, the entire consist would have to return to Chama. The crews, of course, very much wanted to make Cumbres.

The OY hit the first drift of 1993 roughly one mile above Lobato, giving us first-timers a glimpse of a snow plume and a earful of OY. It was smooth sailing uphill past the second Route 17 crossing, and just around the corner lay the first real drift. Within plain sight below a highway pull-off, the train turned the corner, and the big wheel started spinning. As OY made its way into the deepening taper of snow, its rapid exhaust soon dominated that of the three locomotives. What a racket! Very soon the plow's exhaust slowed down to that of a rod-engine "on its knees." And then it stalled. One blast of OY's British-sounding peanut whistle followed by three short toots was responded to by "three shorts" from each locomotive, and the train backed up and stopped. Two more toots plus the appropriate response and OY made another run at the drift, big wheel a-spinnin'. Occasionally one of the pushers would lose its footing and erupt into a brief flurry of slippage. Getting into the meat of the drift, the exhaust again was tremendous. Three more toots where sounded, and the smoke increased as the trio of 2-8-2s throttled back. Soon, OY slowed down to a loud, staccato bark and then stalled, but not before the coal smoke nearly obscured the view of this drama. After a couple more assaults, a few men with shovels appeared from the camp cars and waited at the head of the snow trench for OY to make another try. Roughly 30 minutes had passed, and

LIGHTING JOHN TULLY and MIKE DEL VECCHIO

OY found itself in snow deeper than its roof, and the laborers were shoveling the top crust into the trench between lunges. The drift began to taper down, and OY punched through in a little over an hour. What a show — and we weren't even high enough in elevation for the *real* snow. Nobody knew that the melting snow from this drift would cause a major problem later on.

It was smooth sailing until the next patch of snow, which was just below the tank at Cresco. In snow only a few feet deep, the train would stop here and top off the tenders and canteen. The OY's tender was spotted under the spout, and then it had to grind forward as each locomotive's tender was spotted — and with every move, each engine whistled appropriately.

Above Cresco the track is on a shelf sometimes hundreds of feet below the mountain road, and though OY could be seen only occasionally as it rounded curves, the steady roaring exhaust confirmed that it had reached a constant depth of snow. The OY made steady progress the rest of this day, and even when the train wasn't in sight, the exhaust and those whistles could be heard from anywhere in the mountain pass — and the entire area smelled of coal smoke.

By early afternoon the rotary was chewing past the little phone box at Coxo, and an entourage of fans walked with OY up the grade into the famous curve at Coxo. After putting on a fabulous show on the straight track in sunlight, the plow train would call it quits for the first day. After a symphony of whistling and echoes, trailing engine 488 and the relief train were cut away and began to back down the hill to Chama, soon followed by OY and the two remaining engines.

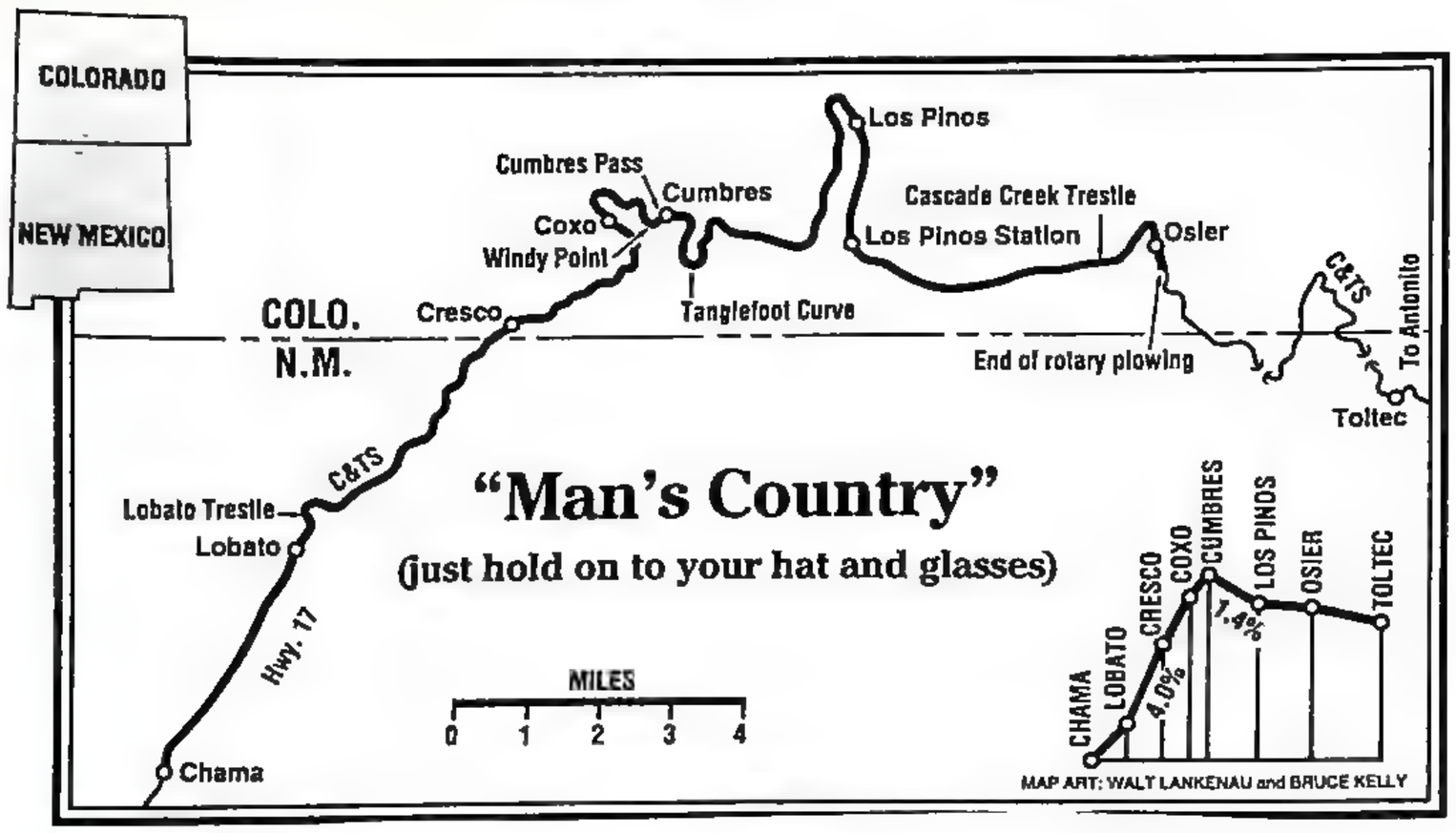
As the relief train backed over the S-curve of that first large drift, one of the camp cars derailed, surrounded by six- and seven-foot walls of snow. It took quite a bit of time and shoveling to rerail the camp car. After slowly bouncing the rest of the train over the bad spot, the trailing truck of the 488 derailed, and the relief train didn't get back to Chama until after dark. A decision was made to not back the rotary over that curve, and the OY, 487 and 497 spent the night in an open area near Cresco.

Tuesday, May 4th

The morning dawned clear, and the 8:00 o'clock departure time found 488 with its nose sticking out of the shop while repairs were being completed to its damaged trailing truck. The 488 and its perfect-looking little relief train departed only slightly late, considering, and it tip-toed over that bad curve before joining the OY which had already watered at Cresco.

With everything coupled together again, the three-engine plow train continued upward and stopped for lunch on a curve on that shelf below Coxo where the snow was cab-window deep. In plain view of the crowd, the camp cars emptied out and men began shoveling snow onto the tender decks, while men on the tenders would scoop the white stuff into the tanks. Incredible. Using snow for tender-water was something I'd only read about in books, and it was really going on here.

Basically retracing its steps from the previous day, OY didn't get back into the snow at Coxo until afternoon. It made steady work of Coxo curve, providing a fine visual reward to those several who hiked up there. Whereas the day before OY would plow a couple of hundred feet, stop, get started again and stop-and-go all day, today's OY seemed even more spirited and was working steady for some lengthy stretches (and picturesque, too). A few hours of steady working, and OY turned the corner leaving Coxo and began heading for Windy Point and Cumbres. As the train moved onto a straight stretch of deep snow, its track speed was slower than a walking pace, and the noise was tremendous. Up



close, OY seemed like it was working as hard as it ever did as the entire machine was laboring front-to-back, side-to-side and between rotary and tender. Spectators could stand on the deep snow and practically look into the stacks of the three locomotives, each with a rifle-like cracking exhaust. During this, the camp cars emptied out again and men with shovels began walking along with the nearly empty tenders shoveling snow directly into them, with another man spraying hot boiler water into the tender to melt the snow. The snow was deep, and the section hands walked with the train into the Aspens shoveling snow until the train was out of sight. Many fans walked along with the OY all the way to Windy Point.

More time went by, and the train rounded the final curve before Windy Point where it encountered its deepest drift yet — well over the roof of the rotary. While OY was slowly chewing through an embankment, more section hands walked ahead to the deepest snow to shovel it down to the level of the rotary.

Still steadily chewing and chewing, OY did finally reach the famed knob of Windy Point with some daylight remaining. The only snow up there seemed to be on the track. But the water plug at Cumbres was now in sight, and the snow ahead appeared uniformly deep.

Almost there

The radios thus far had been used very little. But just after the entire train had rounded Windy Point there was a rather urgent crackle over the air saying that 497 was dangerously low on water and was stopping. Only a few hundred yards remained to the plug at Cumbres under a night sky — the train was so close.

After some quick and safe C&TS thinking, the Chama Fire Department responded to Windy Point to water the thirsty tenders, and enough water was available to allow the train to make its way to Cumbres by 9:30 p.m.

Wednesday, May 5th

With such a late night on Tuesday, the Wednesday call time was 11:00 a.m. at Cumbres, and the day officially

started by coaling the entire train at the highway crossing using a front-end loader. The snow was deep at Cumbres, and during the night two inches of fresh powder had fallen. Hostlers had to carve steps into the snow to access engine cabs, and it was possible to walk directly across the tender decks. The place was dripping with atmosphere — section hands milling about making repairs on locomotive appliances, a few men over their heads in snow digging out switch stands and accessing locomotive valve gear and others in the caboose getting warm while some were in cozy engine cabs behind a hot backhead.

Walking through the trenches with the snow walls at eye level or above is humbling. And a look down at the exposed railhead revealed depressions in the snow every few feet from the driv-

SHOVELING SNOW INTO THE TENDERS of all three 2-8-2s (**opposite**) while working between Coxo and Windy Point on May 4th was one of the aspects of OY's 1993 outing that made the event seem so real. Well into twilight, OY was rounding the famous Windy Point (**above**) with the "summit" nearly in view. The OY finally reached Cumbres at 9:30 p.m. (**below**) and took on water.

LIGHTING RICK AHEARN GREG NAZAROW, TOM KELCEC and MIKE DEL VECCHIO

ing-wheel counterweights of the 2-8-2s on both sides of the trench.

After coaling everything, the first project was the clear the sidings and wye at Cumbres so 488 could turn and head back to Chama.

Since the rest of the trip to Osier was downgrade, a maximum 1.42%, only two locomotives would be used from here on. The next obstacle was Tanglefoot Curve, which somehow managed to have the railheads showing through the entire curve except for one area. The OY made easy work of the famous horseshoe, and it performed superbly beyond Tanglefoot where the line is down the embankment from the highway. After the train disappeared behind the trees approaching Los Pinos, the decision was made to end the day and return to Cumbres.

Thursday, May 6th

On this fourth day of the battle, two brand new inches of snow was on the ground at Chama with more up in the mountains at Cumbres. Everything in the yard area was outlined in silver as the wet powdered snow stuck to even the smallest tree limbs. The 488 was in the yard taking water and coal. It coupled to a pair of ballast-laden wooden gondolas which it would shove to the derailment site for repairs. While the 488 was departing Chama in that silver wonderland, the rotary was preparing to finish whatever it could today and return to Chama. The first of the pre-season charters was only two days away.

By midday, OY was ready, and it retraced its steps to the woods at Los Pinos and continued a full day's work. Water tanks were topped off at Los Pinos, and the loop there was almost snow free. But the work got heavy again as OY approached Los Pinos station. After "turning the corner" at Los Pinos, the tracks are again on a shelf on the south facing side of the mountain, so the snow was minimal — but occasionally spectacular — and almost gone as far as the Cascade Trestle.

The two locomotives uncoupled to cross Cascade Trestle separately, and the OY continued on to Osier with only the 487, while the 497 and the relief train followed at a safe distance. After cleaning out Osier, which is still inaccessible by automobile because of deep snow, both trains returned separately to Cumbres where the locomotives were turned. Both then dropped down the mountain separately to Chama. And that soft spot below Cresco struck again, as OY and 487 both dropped a tender wheel onto the ties. Knoob recalled the rerailing adventure in the dark...and in the mud...between five-foot walls of snow...followed by the trip back to Chama that night.

Cumbres won!

The plan had been to reach Osier in two days and Antonito in four. The deep snows had been down all winter, and the '93 accumulation was especially wet, heavy and difficult to move. The OY's constant shaking and laboring is testimony that, maybe, the 1993 snows worked the old girl a little harder than she was built for. So hard, in fact, that some of the wood sheathing had shaken off the engineer's side directly next to the cylinder, and a piece of the steel cowling near the big wheel had torn off. However, with the first pre-season charter (for Greg Scholl's Visions of Steam, Inc.) beginning on Saturday, the equipment had to be back at Chama on Friday for maintenance and final preparation. And the melting snow from that first heavy drift below Cresco had managed to undermine the roadbed allowing the track level to drop significantly and prevent most equipment from rolling over it. With the determination being that the soft stretch of track wasn't safe for passengers, the weekend charter was not permitted to cross it, and Scholl's group of nearly 40 people spent both days with combinations of three locomotives doing 45 photo runbys between

AFTER SEPARATING the engines to cross Cascade Creek Trestle, 487 with OY and 497 with the camp train were continuing separately to Osier where both would reverse direction and run back to Chama. This view was possible only from the snowmobiles.

Chama and lower Cresco.

So, '93 on Cumbres was a tough battle fought by the stoutest of railroad crews in the finest tradition. But after all that work and effort, imagine the vision of the Cumbres section house and water plug through the engineer's window of 487 knowing that the Chama Fire Department is pumping water up to the train. After more than a century of snow fighting in the San Juans, this year I would say Cumbres Pass was the victor.

Impressions of that week

Awesome! That rotary is part steam locomotive and part polar bear. Without snow, it's curious and toy-like as the wheel quietly spins, and in snow it's all business with the sound and fury of an articulated locomotive hauling full tonnage.

As much as the C&TS is a true gem of rail preservation, a couple of circumstances in '93 permitted an uncanny steam era recreation. The upcoming charters by Greg Scholl on May 8-9 weekend and a Friends of the C&TS photo freight on the May 22-23 weekend were the reason for the authentically painted equipment. Brad Miller's Mobile Fidelity digital recording company sponsored the third locomotive on the uphill trip (Earl Knoob later admitted that the plow may not have made Cumbres without it). And a factor since 1990 not apparent to most is that the states of Colorado and New Mexico, which jointly own the line, had asked the C&TS to start operating by Memorial Day to help bring tourist dollars to the area a little earlier in the year. The C&TS previously hadn't begun its season until June 15 — or until the snow was gone.

With one's back to the pavement and automobiles, it was easy to get lost in reality and stand in the middle of the steam era. There were a few places where 1993 cropped in — the number of fans...loading coal with a front loader...no obvious passenger depot or full snowshed at Cumbres. But back in the woods, on the curves and even at Chama, the illusion was pretty convincing.

And while there are no guarantees that the steam rotary will ever run again, our generation is indeed fortunate to have seen it. During the 1991 rotary outing, legendary Colorado historian Bob Richardson watched in amazement as OY cleared Cumbres. When asked, "Just like the old days?", his response was that he'd never seen it operate! Richardson recalled that back then, he'd seen the rotaries leave Alamosa and Antonito to clear Cumbres Pass, and he'd seen OY come back with snow packed in the blade. But the dirt-and-gravel road wasn't passable in deep snow, and few fans had ever gotten to see the narrow gauge rotaries operate.

Snowmobiling the rotary

ON SNOWMOBILES (l-to-r) WERE RANDY AND GREG SCHOLL, GEORGE LLAMAS, MARY HELLEN AND RON DeMASTERS AND STEWART LOVELL.

Two of the video companies covering the rotary trip were Greg Scholl Video Productions and Video Rails. For the latter, videographer George Llamas had hired guides and rented two snowmobiles to shoot in the remote areas all four days. Wednesday night at dinner George said that he would be working solo on Thursday and offered me the extra "bike." I took him up on it. (On Thursday Greg and Randy Scholl also rented snowmobiles from the same people: Ron and Mary Hellen DeMasters of Chama.)

Beyond Los Pinos, the line turns "around the corner" and heads down a valley toward Cascade Trestle and Osier, all of which are out of sight of the road. The only way to see them is by snowmobile. After a quick lesson on the single-rider Yamaha, I was on one of the four snowmobiles that took off about noon as the OY was out of sight in the woods approaching Los Pinos. Following the guide, it was possible to get views of the rotary in full plume with undisturbed snow in the foreground. Seven of us were out there all by ourselves, and seeing that huge valley by snowmobile was spectacular. Mounting on a hilltop that didn't appear to obstruct the shooters from the road, we were all able to photograph Los Pinos tank from the valley side (not often done, especially in winter). As OY traversed snowless Los Pinos curve, it got into deep snow near Los Pinos station, which made for great shooting. The sky was finally mostly clear by this point. The goal on the snowmobiles was to see the rotary crossing Cascade Trestle — a high, iron affair about a mile west of Osier. The deeper we got into the canyon, the less level the terrain became, until finally the footing was too sloped for safe snowmobiling with all the gear and inexperienced riders. We had to walk the final half-mile to the bridge in waist-deep snow that didn't always support a hiker.

The guides were necessary in this canyon, because a river twists its way through it and there are wetlands in places. The guide knew where the wet areas were, where the river crossings were, which way the wind normally blows and so on.

Snowmobiling is a great experience, and it is something worth trying for winter railfanning. They are easy to operate, somewhat like a motorcycle without shifting gears. The handles are heated, and the exhaust is routed to warm the driver's feet. Glasses and a helmet are a must, and the windshield keeps most of the wind chill to a minimum. I never found myself chilly. The throttle on these snowmobiles was on the right handle, and it very much required both hands to safely operate the bike, so taking pacing photos isn't recommended.

Maneuvering a snowmobile is a sort of a cross between driving a small boat and riding a motorcycle. A snowmobile requires leaning into curves and leaning uphill if the running isn't level. Tight turns require lots of lean, and in deep snow the ride can be bumpy due to varying densities of the snow, so make sure everything is secure before taking off. On a smooth surface, I was able to attain 45 m.p.h. without fear, and it seemed much better to run in virgin snow than directly in another snowmobile's trail. At one point, though, I saw a bump coming at 35 m.p.h. and braced myself. My camera bag was securely strapped across my shoulders, but it went flying. After retrieving it, I noticed that one of the buckles had completely shattered in the cold.

One aspect of snow-time railfanning I miscalculated was the sun. That high-altitude snow reflects more sun than beach sand, regardless of the time of year. I managed to burn my face very badly, much to the entertainment of the snow country veterans. I later looked as silly as I felt in that mask of white sun-blocker, which I should have used about two days sooner — M.D.

Whistle signals

One of the more fascinating aspects of the '93 Cumbres Pass adventure was the almost exclusive use of whistles for communication between the rotary and the pushing locomotives. After learning the signals, it was possible to tell exactly what was going on from almost anywhere in the valley.

The rotary called all the shots. Traditionally, two short blasts means to move forward, three short blasts means back up, and one long blast means to stop. This system is the basis for what the C&TS used between rotary and locomotives, and it governed movements not involving snow.

In a snow drift, OY would blow two shorts to proceed. Once driving and moving forward, OY would plow normally. If it was moving and needed more push, the OY would blow two shorts with usually no response from the locomotives. If less push was desired, which was more often the case, three shorts would be called out by the rotary with no response from the engines. If stalled, OY would blow one long blast (meaning stop), and follow it with the next command which would be responded to by the locomotives. Usually, it was three shorts, meaning to back up, and the locomotives would reply with the same three shorts. To move forward again, OY would blow two shorts, and the locomotives would reply.

If you weren't there to witness and hear the whistle storm in person, Greg Scholl, Video Rails and Mark I shot several hours of videotape. The programs should be pretty impressive — M.D.

I would call this my finest steam experience ever, and several of the world steam-seekers present in the hundred-or-so fans who watched echoed similar sentiments.

The "Rotary Club"

Several R&R readers were out among the chasers, and it's always fun to put faces with the names of contributors. One of the most common discussions was about Blair Kooistra's "Rotary Club" in the May '93 issue where he described that a rotary experience "wasn't complete unless you sucked it up and got dumped on...," adding that "only then" can you be a member of the rotary club.

Kooistra's comments made for some fun musings on Cumbres Pass, but after seeing that heavy, wet, months-old accumulation fold over small trees and also shatter the rear window and remove the rear door of a rented hatchback — no way, pal.

A small rock perch below track level afforded a great view of the curve at Coxo — the track is on a fill, and the dark trees in the background would nicely silhouette the graceful arc of snow. Steve Brown and I were waiting there when Video Rails' George Llamas declared this spot "the" shot on the curve. Soon, several "name-brand" fans joined us. The OY began to make its way around the curve, and the long-lens view across the tiny valley of perfect, undisturbed snow was worth the effort. But the farther OY got around the curve, the nicer the slightly looking-up view on the plume side got, complete with leafless horizontal trees from an apparent avalanche during the winter.

Up until this point, the OY had stopped every couple hundred feet for various reasons, something Steve and I were counting on for an escape — the others had all left. As OY got closer and it became apparent that it wasn't going to stop, I started to quickly climb up the embankment. With each step falling through the snow, climbing the hill was slower than expected. The plow was now less than its own length away, and I figured that running across now was probably more dangerous than getting hit by the plume. The exhaust of the OY was a loud roar. I went back to the rock, put on the wide angle lens, closed the camera bag and focused for the shot just as the plume was about to shoot over our heads — or so I thought. After what I hoped was not my final photo, Steve and I both turned away from the plow, tightened up and braced ourselves on our respective pieces of the rock for protection (behind the rock was a 50-foot drop). The deluge of snow began to sting a bit, and then it got steadily heavier. When it got as bad as I could endure, the big lumps came. Finally, the snow passed. Then the exhaust stopped. After the heavy, wet internment, we turned around to see what heaven looked like. In the rotary's cab door was a 35mm camera lens pointed at us with Earl Knoob's leather hat over it.

Very embarrassed, but otherwise okay and loins-deep in snow, it was time to find my camera bag which had completely disappeared. The strap was the first thing to appear, and the rest was easy. Steve Brown was worse off; his camera survived but his wool hat was gone — and his glasses disappeared (he's nearly blind without them). After I relieved the rotary of its coal scoop (it was stopped, anyway), the photo line howled with laughter. Steve's glasses turned up a few feet down, and Earl promised to mail Steve's hat back to him next summer.

Well, Kooistra, you wimps can play in the powder all you want, but Cumbres Pass is *man's* country. All kidding aside, although fresh powder might be fun, I don't recommend getting buried in old snow; ice and rocks could be in the stuff that has been down for a while.

The next day while on a hill overlooking Cumbres, I noticed the OY in full plume heading straight for an old-timer who appeared to be from the area. Just as the he was about to get pelted with snow, he walked to within six or eight feet of OY, and all the snow went over his head. That is the safest way to avoid injury if you ever get trapped on the plume side and can't get out of the way. And, most importantly, keep standing — crouched, even a large person can get buried.

The future

Clearing the pass in '93 was a significant undertaking and expense to the C&TS. General Manager Joe Vigil (pronounced VEE-hill) said that this was the worst snow he's seen in over two decades on the railroad — not necessarily the deepest, but this was the toughest. He also admitted a roughly $40,000 expense for the four days, including supplies and the extra labor. By the fourth day, nearly everyone associated with the railroad seemed pretty wrung out but still cheerful.

The discussions among the railroaders were that perhaps pre-season charters shouldn't be run in the future and that opening in June after the snow is gone would again be considered. However, there's also the state pressure to open earlier in the year. For now, no one knows what the future will bring for running the rotary, and no official decisions or announcements have been made. If you haven't seen a steam rotary in full plume, don't let any future operation pass by.

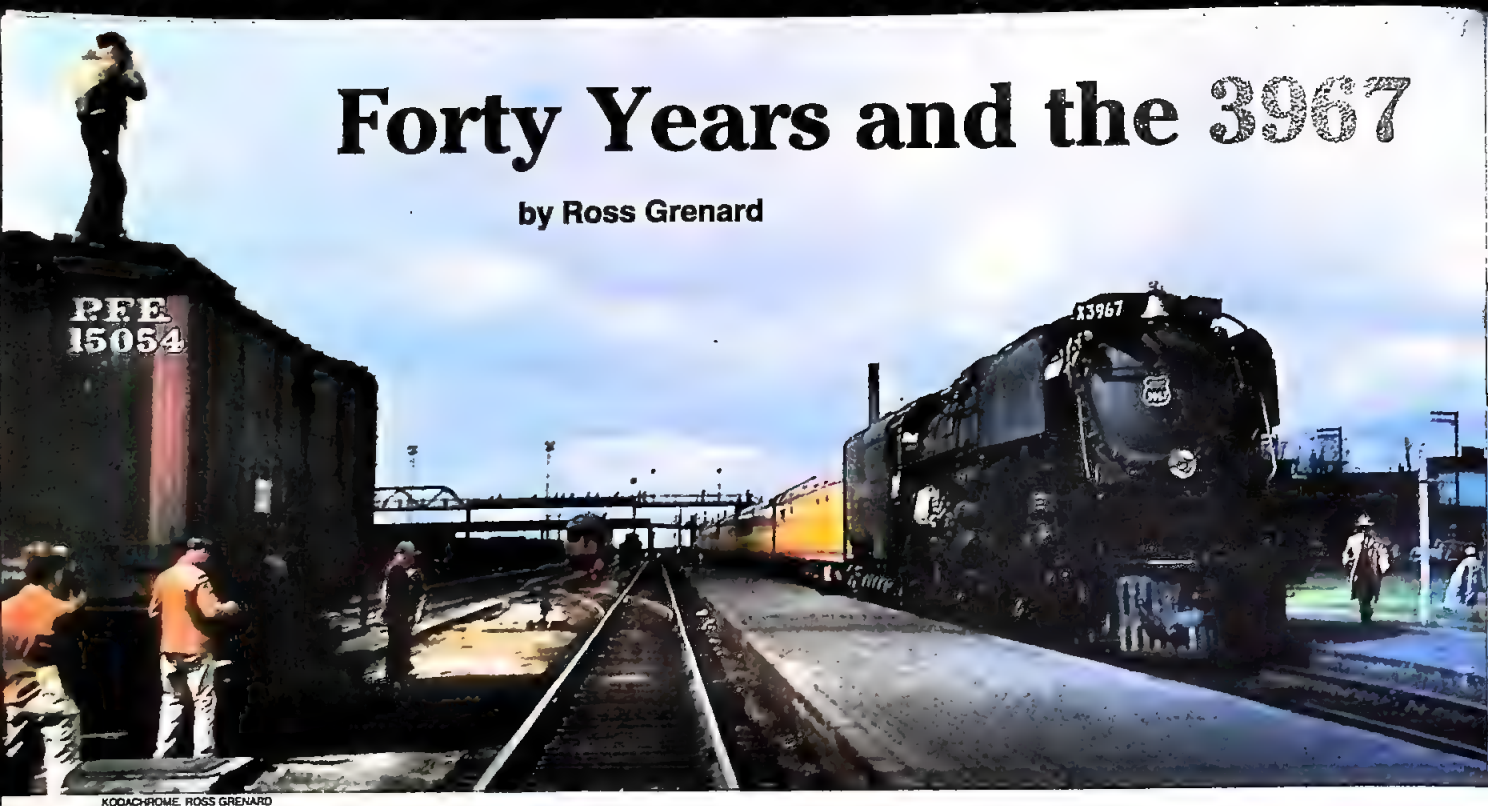
Regardless of what occurs down the road, history will record 1993 as one of the toughest years ever on Cumbres Pass. Some may argue that in regular service the line wouldn't have accumulated that much snow as the trains would have kept the line clear. And, yes, those photo freights are re-creations for their own sake. But in '93 that much snow did accumulate, and the need to remove it to start the season and maintain the track is as real to the C&TS today as it was to the Rio Grande back then.

Hats off to the hearty C&TS railroaders for a battle well fought in the true spirit of the narrow gauge. This is preservation at its very finest.

IN "THE LAST GREAT ACT of defiance," Mike Del Vecchio fired a final frame (**right**) directly into the oncoming snow plume on May 4, 1993, which left him buried waist deep. Those horizontal-laying trees are the result of avalanches during this heaviest of winters. The OY and pushers 487, 497 and 488 (**above**) made impressive sights and sounds approaching Coxo on May 3rd as they worked in one of the shallowest areas all week. Having just departed Chama on May 3rd with its crew not yet aware of the upcoming battle (**below**), all engines are digging in on the 4% grade below Lobato.

Forty Years and the 3967

by Ross Grenard



KODACHROME, ROSS GRENARD

In 1950 it could be said of the Union Pacific that the Harriman family owned it, Omaha ran it and the railfans enjoyed it. It was an era when few of us cared about the freight train symbols or the finer points of operation and when gross-ton-miles-per-train-hours were the concern only of security analysts and investors. Most of us were convinced that the Union Pacific would continue in The Grand Manner for the rest of our lifetimes. Why should it not? If the UP was not a paragon of transportation efficiency, it more than made up for it in the style with which it operated.

The UP was all things to all people, offering a menu of extra-fare "Streamliners," locals, motorcars, branch line mixed trains of uncertain schedule and philanthropic nature and steam-powered limiteds aboard whose diners one could order steaks of ample proportions which were served with seldom-needed steak knives and, if desired, a bottle of Coors with which to wash down the dust of the country. The UP was the strongest bastion of steam in the West and featured the greatest aggregation of three-cylinder locomotives this side of Sir Nigel Gresley — and where else could you find a fleet of "world's largest" Big Boys?

Oh, there were diesels around, but in numbers which made them seem more curiosities than threats, handling demanding yard chores and the Streamliner fleet, powering the Coalmont Branch where a constant threat of forest fires made steam a no-no, and working their way west to contend with such gradients as Cajon or Kamela.

Who needs a fantrip?

Compared to much of American railroading at that time, the UP was quite a show. In 1951, the late David P. Morgan described it as "splendid, but not typical." Consequently no fantrips were operated, for none were needed — unless, of course, a group wished to journey over some rare and spectacular trackage upon which passenger service was not provided. So it was on that New Years Day of 1949 when the Railway Club of Southern California ventured over the Pioche Branch in Nevada, using for power Fairbanks-Morse H15-44 1344 and F3 cab unit 1420. This was the first UP-operated fantrip of the post-war era.

At that time, one could count on the fingers of a single hand the railfan organizations extant between the Missouri River and Donner Summit. While California boasted two R&LHS chapters and Cal-Nevada, they tended to concentrate their institutional activities on railroading in the Golden State. Out in Omaha, Camerail had just been organized and operated primarily branch line trips where mixed train service was available. In Kansas City and Topeka, the National Railway Historical Society had begun to take root and soon would offer primarily local activities. As a consequence, most visitations to the UP main line were made by solitary individuals or groups small enough to fit into someone's sedan. (Remember that these were the days before car rentals revolutionized train-chasing.)

The "Rocky Club"

In the vicinity of the UP main line, this left only the Rocky Mountain Railroad Club, a strongly independent group headquartered in Denver and dedicated to the preservation of Colorado's railroad heritage. Welcoming members from throughout the world, "The Club" had operated trips over the vanishing narrow gauges, published the classic book *Denver, South Park & Pacific* (which, not incidently, was the first of the railfan-oriented, definitive, illustrated genre of railroad history books) and preserved several notable items of Colorado's railroad past (Rio Grande Southern 4-6-0 No.20 and Denver Tramway interurban car 25). Additionally, it boasted an Eastern Division consisting of such Colorado stalwarts as Phil Ronfor, Mike Koch, Tom Gilbert, John Krause and Morris Abbott.

As if these accomplishments were not enough, the RMRRC was always on the

alert for new trip opportunities, and so it was that they had the chance to sponsor the first steam fantrip on the Union Pacific.

Sherman Hill

A Wagnerian crescendo to the UP's symphony in steam and Armour yellow in the early 1950s was the 56.5 miles of main line referred to officially as the Second Subdivision of the Wyoming Division — but known best for its dominant feature, Sherman Hill. This was where the railroad's penchant for fast running came face to face with the Laramie Mountains and their ally, the weather.

The immediate cause for the Rocky Club's decision to run a fantrip was the action by Union Pacific's directors to authorize construction of what was to become known as the "New Line" or "3 Track" to bypass the existing double track main over Sherman, reduce the ruling westbound grade from 1.55% to .82% and eliminate the helper district out of Cheyenne. The project, to be completed in 1953, would cost some $16,000,000 and would be paid for from the company's internal cash flow.

Needless to say, this announcement caused a quantum increase in fans visiting the area, for a large part of Sherman Hill's attraction was the passage upgrade of an unending parade of largely doubleheaded trains, the ranks of helper power garrisoned at Cheyenne and the concentration of traffic on this busiest of all transcontinental railroads. Members and directors were suggesting the RMRRC sponsor an excursion of some sort to Sherman while the activity was going strong. Since relations with the Union Pacific were and always had been amicable (one of the club's earliest organized activities had been a 1939 tour of the UP shops in Denver) no problems were envisioned. Consequently, after decently burying the Rio Grande Southern and making sure that Ten-Wheeler 20 was preserved, attention was turned to the fantrip.

The railroad was interested, and having just operated a special for the University of Denver student body to a football game at Laramie, it had most of the cost data at hand. As a result, plans were formulated for a Denver-Laramie trip to be operated on May 17, 1953, behind a 4-6-6-4 — preferably the 3967, the last coal-burning Challenger with smoke lifters and a particular favorite of several club members. The trip was to depart Denver Union Terminal at 6:30 a.m. and make a stop at LaSalle to take on water and connect with the westbound *City of Denver* for passengers coming in from points east. It would then head north to Carr for coal and to top off the water and proceed to Buford where it would park on the siding for some four hours to allow the riders to photograph and observe the traffic flow before proceeding to Laramie for servicing and turnaround. At Laramie, the passengers would be allowed to tour the railroad facilities. Not incidentally, there were no running photo stops, as none were really desired. The photo opportunities afforded by stops at LaSalle, Buford and Laramie more than made up for this omission.

At this point, a historical note is in order. Jim Ehernberger and Frances Gschwind's *Sherman Hill* book describes the dedication of the New Line as having occurred on May 12, 1953. This is correct, but operations via Harriman did not begin until May 24, when the new Wyoming Division operating timetable No.17 went into effect. It is my understanding that this delay was necessary to allow signalmen to properly cut in the CTC system and for the line to settle.

Jim was present on the fantrip day and can attest to the traffic density at Buford that Sunday. Although he was a mere lad of 15 carrying a Graphlex nearly as large as himself, he has an excellent memory for such things. A resident of Cheyenne, Jim and a couple of other passengers wanted to board the train at Borie, rather than having to make a round trip to Denver. An accommodating UP instructed the train to stop for them at Borie Tower — and the Passenger Department issued Ehernberger a round trip ticket from Borie for $2.20 plus 33 cents federal tax.

Only one problem seemed to defy resolution. The club had requested an open platform observation car, and none was available. The railroad had retired all such revenue equipment several years earlier, and the occupants of the railroad's office car fleet were not about to give up their brass-railed and largely personal PVs to any group they were not affiliated with. Since this was several years before railfan organizations began acquiring such equipment, some accommodation had to be reached. Eventually, the Passenger Department discovered the last remaining suitable car; it was operating in non-revenue service out of Pocatello as an agricultural instruction car. It had been converted to a theater-type configuration to show Union Pacific films on how to increase per-acre potato yields to Idahoans. Since the potato traffic is and was a large source of revenue for the UP, they had a vested interest in the matter. Consequently, the classic Harriman car was well maintained and could be operated on any standard-weight passenger train. It was brought to Denver for the weekend and carried the club's tail sign while members delighted in both the open platform and the seating arrangement inside. This gracious gesture was appreciated by the passengers and was a harbinger of many such things to come during the long walk upon which fandom and the UP were about to embark.

With all other things having been accomplished, it remained only to market the trip. This was done through normal railfan channels and in addition — and perhaps this was a first — through what would be considered rather primitive television spots on a railroad-sponsored 10:00 p.m. newscast over Denver's CBS channel. The Passenger Department also placed an eye arresting display in one of the windows of its city ticket office and had trip flyers available. Even so, there were a few fans who objected to

PHOTO LINES were not as disciplined in 1953 as they are today, as shown here with doubleheaded Challengers passing the 3967 at the Buford siding photo stop and awaiting departure from the Laramie depot (**left**) during a brief break in the gloomy weather.

CHARLIE MAX

the price or that it was not as scenic as trips on the Rio Grande. Mercifully, they were very few in number, and on trip day almost everybody who could make it, did so. For the fare of ten dollars — "including tax" — they got the following: A 307-mile trip aboard reclining seat coaches including the soon-to-be-abandoned Borie Cutoff and a return on the Dent Branch (which then served as an auxiliary main between Denver and LaSalle) and some of the most intense railroad action anywhere. For those who needed nourishment or refreshment, the UP included, manned and stocked, a snack car.

May 17, 1953

The only factor which could not be controlled was the Wyoming weather, which in May was like the girl in the nursery rhyme of which it was said that, "and when she was good, she was very, very good, and when she was bad, she was horrid." After leaving Denver in bright sun, we encountered ever worsening weather, culminating in a torrential rainstorm at Buford which caused many to put away their cameras and seek refuge aboard the train. During this time, some of us found shelter in the cab of 3967, where we were welcomed by a crew which was only too happy for the opportunity to share its spacious and largely weatherproof cab with visitors. There were far worse ways to spend a rainy morning.

Part of the fascination with 3967 was that it was selected by the Alco photographers for the class builder's photo of the 1942 engines (3950-3969) and was posed for numerous detail photos before being sent west to face the war-swollen traffic of the Wyoming Division. On our day in May 1953, even after almost eleven years of service, it still looked and ran as though it had just been delivered. The roundhouse forces had painted and polished it in gloss black and graphite, and it could be said that very few of its wheel arrangement had ever looked better. Mechanically, it was perfection with valves square and nothing running hot. On a railroad where most locomotives wore the scars of their demanding service and the adverse conditions under which they operated, it stood out.

As is typical on such days in Wyoming, the sun came out in the afternoon, then backslid to cloudy bright and finally came out in earnest only after the train had topped Sherman on the return.

After spending most of the day variously devising ways of protecting cameras from the elements and attempting to obtain viable readings for ASA 10 Kodachrome, the sun came out when we needed it the least.

In recent years I have taken comfort in the fact the weather that day at Buford was such that it almost totally frustrate the renowned expertise of Otto Perry, for a check of the list published by the Denver Public Library's Western History Department discloses that he only shot one exposure that day. So I was in very good company indeed!

I do regret, in retrospect, missing a chance to have recorded the passage of the *City of St. Louis* storming smokily westward behind a trio of Alco PAs, followed in quick succession by a C&NW E7 leading the *City of San Francisco* and doubleheaded 3900s on some 100 PRR hoppers (then leased to the N&W) of coke to help satisfy the seemingly insatiable appetite of U.S. Steel's Geneva Works. But these things aside, it was a very pleasurable trip.

The Union Pacific proved itself a gracious host in all things, and the 3967 demonstrated, perhaps for the last time, its awesome dual-service capabilities. And the passengers proved that they could behave responsibly to the satisfaction of a railroad second to none in its near-obsession with "Safety First" — as we remember with pleasure and look forward with anticipation to the trips the UP has operated and will continue in the future, this may well be the finest and most lasting achievement of that day.

The last of steam

Although we didn't realize it at time, we were witnessing the last climactic act in what must be considered an epic of Western history, for even as we were watching the passage of trains or walking through the Laramie roundhouse, La Grange was gearing up for a massive order of GP9s which within the year would descend upon the property and end forever the steam hegemony we had come to view as a natural order of things. While the day of steam over Sherman was passing, though, it would be a long afternoon, indeed, with locomotives large and small alternated between "stored serviceable" and periods of intensive activity as carloadings ebbed and flowed. Not until July 21, 1959, would the last cars of revenue freight roll behind a 4000 from Laramie to Cheyenne — and thanks to the "never retired" 4-8-4 844, even then the total victory of internal combustion was never proclaimed.

It is fair to say that the trip on May 17, 1953, was not the most romantic or completely pleasurable that the RMRRC ever sponsored — that honor must go to the moonlight ride through the flamboyantly changing aspen on the west side of Marshall Pass with double-slotted 490s or to the 0-degree day in 1949 when we rode the last of all passenger trains to Cripple Creek or the night when Rio Grande 4-8-4 1803 took our late-running train up the 1.43% to Palmer Lake sans helper at a velocity unknown in regular service. It is fair to say, however, that in pantheon of locomotives and youthful experiences, the 3967 and that day are in the first rank of pleasant memories.

Forty years later

On May 15, 1993, forty years alter almost to the day, the Rocky Club and UP teamed up for a commemorative excursion with restored Challenger 3985 as stand-in for the lamentably absent 3967 (stricken from the roster in 1960). This is, to my knowledge, the first such railfan trip to be so honored.

Steve Lee and his Cheyenne Steam Shop crew researched the UP mechanical archives and came up with blueprints for the Challenger smoke deflectors worn by the 3967 in 1953 (indexed and identified as "wind wings" in the company files), which were constructed and fitted onto the 3985. A new front number shield was cast and affixed with the numerals 3967, and magnetic plastic side sheets made quick work of renumbering the 3985's cab. The train indicator "bug boards" were easily revised to identify the "new" 3967, and the pilot coupler was swung out to duplicate the appearance of the 1953 locomotive. As the photos here indicate, the transformation was almost perfect (the coal-burning 3967 did not have extended coal boards, so even the tender looked essentially the same as the 3985's present oil bunker). Since there is no longer water available at LaSalle, Carr and Buford, the only real concession to 1993 reality was the necessity to include the two water canteens in the consist — but like 1953, the entire passenger consist including canteens was Armour yellow.

Since there were no doubleheaded Challengers or 800s on the main line fleet over Sherman Hill in 1993, the excursion made use of the Harriman line for a planned schedule of over a dozen photo runbys, The weather was also a historic recreation, however, and after an overcast runby on the Colorado-Wyoming state line and a couple of partly sunny runbys near Emkay, the clouds rolled in at Harriman and rains drenched the sites on over the hill (out of deference to about 300 sets of very muddy feet tracking back onto the UP's exquisite passenger cars, Steve would not permit the passengers to unload for the planned runby at the Perkins mud patch, even though the sun had broken out briefly at the time). Rain and heavy overcast marked the servicing stop at Laramie and the rest of the day.

During the layover at Laramie, a group photo was taken of some of the folks who had been aboard the 1953 fantrip, including Jim Ehernberger, Bob and Livonia Griswold, Stu Anderson, Dick Kindig, Ed Haley, Charlie and Dorothy Max and Chuck Powell. (I was unable to make the trip and had to rely

on Jim Boyd for my reports "from the field.")

Also during the Laramie stop, one local resident noticed the engine number and demanded to know what they'd done with the 3985. "Oh, she's back in Cheyenne," somebody answered with a wink.

"Wow!" the local lit up. "Suppose they'll ever doublehead 'em?"

There was some great sound as the 3967 headed up the main line over Sherman and romped home to Denver. Jim Boyd was in an open vestibule near the front of the train as it sped southward in the mild night air, smoke rolling back over the glow of Denver against the stormy sky. There was a youngster about twelve years old listening intensely to the rapid exhaust and booming whistle as rain dripped off his cap and across his face. Fortieth Anniversaries are not just nostalgia. For some they are the real thing.

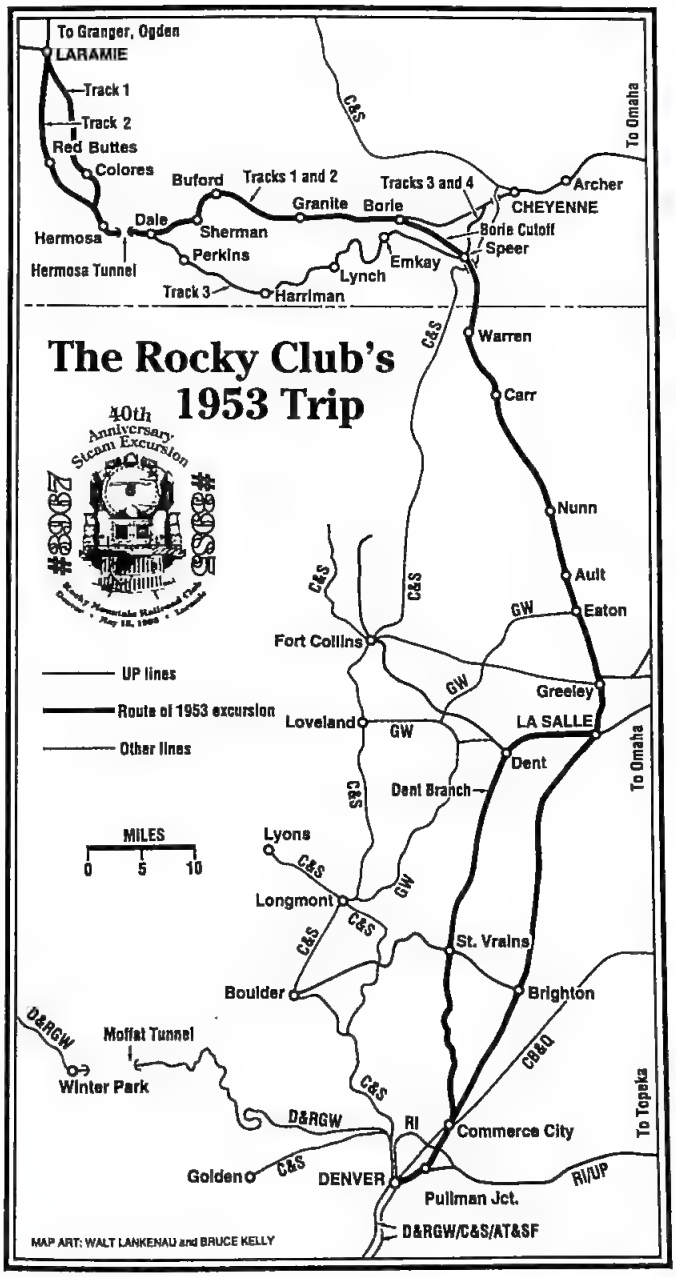
The 3718?

"What's this I hear that you've got something special planned for tomorrow's ferry move back to Cheyenne?" Jim Boyd asked UP engineman Bob Kreiger as the train approached Denver. "I cannot answer on the grounds that I risk termination of my employment," he answered with a grin.

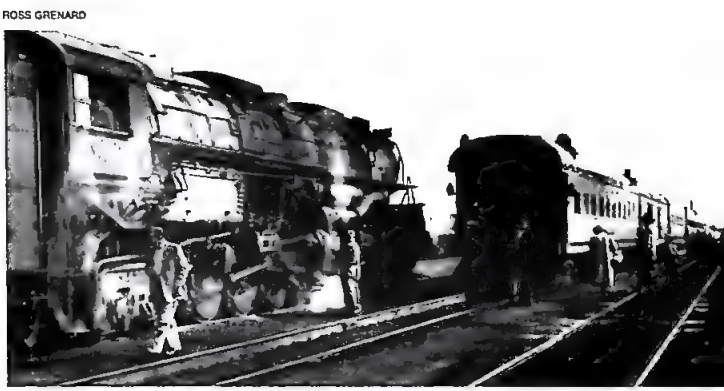
That "something special" was another new smokebox shield and set of cab numerals. For on Sunday morning Union Pacific 4-6-6-4 "3718" was ready to depart Denver for Cheyenne. Back when the UP was converting coal-burning Challengers to oil, the new oil burners would get 3700-series numbers, in the order of conversion, not in original number order. The last Challenger to be renumbered in regular service was the 3984, which had become 3717. The next conversion didn't come until 1990, but if the renumbering had continued, the 3985 would have been the 3718. For one move from Denver to Cheyenne on May 16, 1993, the "3718" rolled into the history books.

Wonder how that fellow in Laramie would like to have seen a triple-header?

Steve Lee noted that the 3985 was never actually renumbered, although all it would have taken was a notation on the back of its cab card. "It's the 3985 that just happens to look like the 3967 or 3718," he observed. In today's CTC and Form D railroading, locomotive numbers seldom enter into operating practices in the field, so wearing a cosmetic number would not have been a problem except in an unusual circumstance like a specific meet order with a



ROSS GRENARD



CHALLENGER 3707 was pulling a northbound freight at LaSalle, Colo., that was overtaken by the 3967; this view shows the instruction car used as an open platform observation on the excursion. At Laramie in 1993, veterans of the 1953 trip lined up in front of the "3967" for a 40th anniversary portrait (**below**, l to r) were Jim Ehernberger, Livonia and Bob Griswold, Stu Anderson, Dick Kindig, Ed Haley, Charlie and Dorothy Max and Chuck Powell.

TOM KELCEC

THREE B&W PHOTOS TOM KELGEC

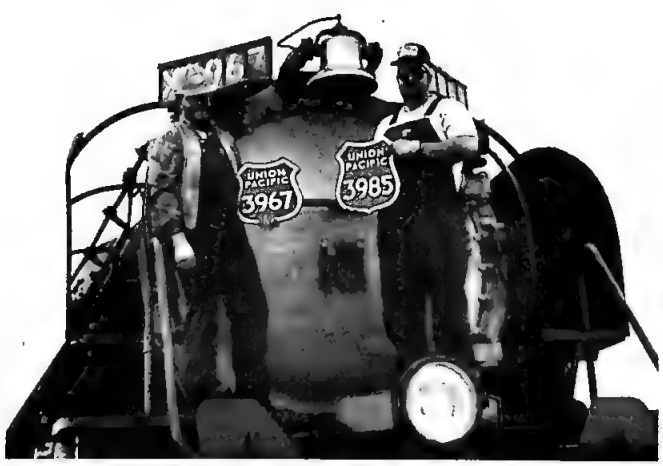
special move like a high-and-wide. "In that case we'd peel off the numbers and execute the meet as 3985," Steve said, "and to avoid confusion we always referred to ourselves on the radio as Union Pacific 3985."

Incidentally, those "wind wings" will not remain on the 3985 because they obstruct too much of the engineer's visibility. As Steve explained, "On the 844 the running boards are straight and the smoke deflectors are no problem, but the Challenger has tapered running boards for curve clearances, and the angled wings are really hard to see around. Just for the record, the old time engineers hated 'em on the Challengers, too."

Forty years

For those of us who remember 1953 as I do, though, you can't go home again. The railroad today is as different from the one in 1953 as it was from the pioneering rails laid down by Grenville Dodge, Jack Casement and a thousand sweating laborers. No longer do steam-powered machines roam the high country like the herds of buffalo of a century before. But the mystique remains, and ever the faith endures.

It is a fine thing that a world-class railroad like the Union Pacific and a club of which I am now one of the senior members can pool their talents to accomplish this result after 40 years. It is a tribute to all involved, and I wish them well. May God bless the 3985 and all who serve and ride behind her.



THREE FUJI VELVIA. JIM BOYD

CARRYING "WIND WINGS," Challenger 3985 stormed under the C&S bridge (**top**) on Friday, May 14, 1993, en route to Denver and rolled alongside Highway 85 (**center**) at an easy 55 m.p.h. At Lucerne, Colo., the Challenger took the siding to meet a northbound empty SDEX Amarillo coal train headed up by a UP Dash 8-40CW and two similar Santa Fe red warbonnets — the middle unit 845 missed a 3985-844 meet by one digit. Upon arrival in Denver, the train was taken to UP's intermodal yard where the "67" numerals on magnetic sheets and a new smokebox shield were applied (**opposite bottom**) to recreate the "3967" for the Saturday excursion, shown after its 11:00 p.m. return to Denver (**opposite top**).

RECREATING THE 3967's image in amazing detail (compare with the photo on page 60), the 3985 sat in the UP intermodal yard in Denver on Friday night (**left**). Among the photo runbys executed before the rains came were doubles at Lynch (**below**) and Harriman (**top**). Being interviewed for video in the lounge car were 1953 trip veterans (**right**, at left) Charlie Max and "Ricardo" Kindig during the return to Denver.

SIX FUJI VELVIA: JIM BOYD

AN UNEXPECTED BONUS during the "weekend of winged Challengers" was the creation of the "3718" for the Sunday ferry move back to Cheyenne. When the UP converted its 4-6-6-4s from coal to oil in regular service, they renumbered them into the 3700 series in the order of conversion. The last Challenger renumbering was 3984 to 3717. The next Challenger conversion didn't come until 1990, but had the renumbering continued, the 3985 would have become the 3718. And so it was for May 16, 1993, as the "3718" accelerated out of Greeley (**top**) and rambled beside Highway 85. Note how the smokebox graphite has darkened since Friday.

UNION PACIFIC'S "NEW" E-UNITS

FUJI VELVIA: DAVID GOODHEART

KODACHROME: DAVID GOODHEART

KODACHROME: DENNY HAMILTON

FUJI VELVIA: DAVID GOODHEART

IN AUTHENTIC 1955 LIVERY, the Union Pacific's A-B-A set of "E9s" emerged from the VMV shop in Paducah, Ky., in April 1993. The sole surviving E-unit on the UP, E9A 951 was recently joined by re-acquired E9A 949 from Chicago's Metra and engineless-hulk E9B 963B from the Portola museum (after a career as a boiler car on Amtrak and the Alaska Railroad). All three were rebuilt by VMV as "E38-2s" with 2000-h.p. 645E V-16 engines and Dash-2 electrical systems, but with exterior details kept as close as possible to as-built E9 configuration — those ditch lights are removable. On the test run to Council Bluffs, the E-units were photographed at Chester, Ill., (**right**) and St. Louis (**top**) on April 25, at the Missouri State Capitol in Jefferson City (**above**) on April 27 and at Council Bluffs (**right center**) on April 29. They were then returned to Paducah for final adjustments.

Continued from page 33

20th Century Ended," in *Passenger Train Journal*, December 1992; John Smatlak, "Brill's 'Other' Bullets," Parts 1 and 2, in RAILFAN & RAILROAD January and February 1992; James Ward, "Promotional Wizardry: Rhetoric and Railroad Origins, 1820-1860," in the *Journal of the Early Republic*, Spring 1991; John White, "Railway Replicas, Past and Future," in *Locomotive & Railway Preservation*, September/October 1992, and Capt. J.R.N. Witmer, "Steam and Saltwater" (PRR Tugs), in *The Keystone* (PRRT&HS), Spring 1992.

The winner this year is "Promotional Wizardry: Rhetoric and Railroad Origins, 1820-1860," by James A. Ward.

Myths abound about the early history of railroads in America. An example is that of Peter Cooper's legendary *Tom Thumb* locomotive: recent research by John Hankey at the B&O Museum has found no real evidence that there ever was an actual race with that equally legendary horse (it may have all been dreamed up by B&O promoters long after the supposed event). And serious historians studying early railroad origins in the eastern U.S. have almost universally concluded that our first steam railroads began as the result of trade rivalries between and among eastern port cities. As Jim Ward puts it, "There were no revisionists on this score; most (historians) agree...that [in the words of authorities Taylor and Neu] 'roads were looked upon by the business groups in each large [port] city chiefly as devices for forwarding their own interests'." Thus, through building rail lines, Baltimore competes with New York, New York with Philadelphia and the Northeastern cities all compete with Charleston and Savannah.

Ward's article is, in part, an offshoot of his earlier book, *Railroads and the Character of America, 1820-1887* (1986). But this paper is a new effort to challenge the old city-rivalry idea as the primary explanation for the rapid spread of early railroads. Ward looks for more complex motivations on the part of investors and others involved in the "railway mania." Certainly, self-interest is always a powerful motivator and is clearly part of the story. But, even if so, Ward finds an altogether different set of motivations indicated in the actual record of the time.

Ward makes the key point that promoters' rhetoric has a test: the activity and results of real investors. Railroad boosters, looking for "the best possible light" in which to place their schemes, could not long make promises at variance with known fact. Thus, for example, it is not true that any Eastern city changed its economic rank relative to others; New York, Philadelphia, Baltimore, Boston and Charleston maintained their same relative ranking from 1810 (20 years before the first steam railroads) through 1860 and the eve of Civil War. And yet, investors opened their wallets. No railroad promoter — that is, selling investment — ever claimed publicly that any city's relative standing would change. Rather, the major claim was always that *all* railroad cities would grow, both coastal and inland, and that railways were to be the great bringers of widespread, common growth, of access to the treasure of the West and of national unity and thus *reduced* sectional rivalries. Ward argues that "booster rhetoric raised the nation's expectations with its visions of a golden age ... wrought by [citizens'] foresight in investing" in railroads. The result was that investment flowed liberally *across* city and regional boundaries: Philadelphians poured money into Baltimore's railroad, and New Yorkers into Philadelphia's. Rate-of-return on invested funds was the test, not simply civic pride.

This article is written in Ward's engaging, lively style. It is perhaps a model of the best kind of scholarship: grounded in original sources, skeptical of old generalities, making good use of new insights, well argued and fun to read. One may disagree with some of his conclusions, but one must concede that the author has changed the terms of the debate about the historical era concerned. Ward's article is a fine contribution.

The R&LHS Awards Panel

Election of the winners in all categories was by secret ballot of the Awards Panel. There have been some changes on the panel since its membership was reviewed in the August 1992 R&R. Two members have retired, and two new members have joined. Departing members Albro Martin and George Drury served long and faithfully;

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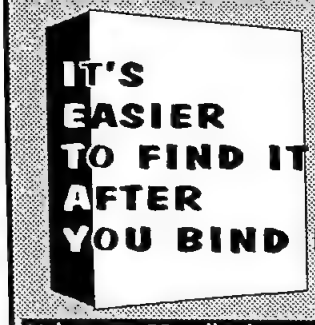

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Albro is retiring and George is moving into a new job as chief books editor for Kalmbach. The new members are *Trains* Editor Kevin Keefe and Jim Henwood, the book review editor for both the NRHS *Bulletin* and R&LHS *Railroad History*.

The Society looks forward to the 13th annual Railroad History Awards next year and its national convention on May 5-7, 1994, at Pasadena, California — WILLIAM L. WITHUHN.

The 1993 Cover One Contest

The forsythia has turned from yellow to green and the neighbor kid has already hit me up for $20 for two swipes at mowing my lawn, so it must be time to think about the December issue and our 1993 Cover One Contest — welcome to the wonderful world of magazine schedules.

This will mark our sixth annual contest, and as with the last couple of years, we will again hold a "wide open" contest with no specific theme other than the need for a colorful, vertical railroad subject. The front cover of a magazine is a selling tool which is intended to grab the eye, so the subject should be fairly dominant, interesting, dramatic and colorful. While we will ordinarily tie the cover in to one or more of the features in the magazine — like this month — the Cover One Contest is our one opportunity each year to present simply an attractive photo.

Unlike this month, however, where we combined three photos and a headline, the Cover One Contest will be limited to a single "full bleed" photo which extends to all four sides of the page and leaves room for the title banner at the top and a spot for the UPC bar code at the lower left hand corner. Although we will consider a horizontal photo which can be cropped for the vertical image, you stand a better chance with a vertical image to begin with. The photos must be color, and 35mm or larger transparencies are preferred, although a glossy-surface color print can be used (since the prints must wrap around the drum of a scanner for reproduction, do not mount them on a matte board or other rigid backing).

To enter the 1993 Cover One Contest, mark *each slide* with your name and address and include a sheet of caption data about the subject (what, when, where, etc.) as well as a stamped, self-addressed return envelope. The deadline for entries will be September 1, 1993. There is no limit to the number of pictures anyone can enter, but we will not award more than one Place and a Runner-Up to any individual (it's a good thing, too, because last year Les MacDonald would probably have swept about half the field).

The photos are judged by the R&R staff using the same values we apply to our regular covers, except that they do not need to relate to a feature article. Although we won't select previous winners, don't be afraid to include a previous entry if you feel it is of competition quality — we had to pass over some pretty fine work in our last contests, and you might have better luck against a new batch of entries.

The First Place winner will have his or her photo on the front cover of the December 1993 issue, and the Second Place photo and a selection of Runners-Up will be featured inside. The First and Second Place winners will also be written up in our WE'D LIKE YOU TO MEET... column. And, of course, we will be awarding cash prizes to all winners: $200 for First Place, $100 for Second Place and $50 each for the Runners-Up. All entries will be returned after the December 1993 issue goes to press.

Send your entries to: 1993 Cover One Contest, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. If you use UPS or one of the other overnight express carriers, the street address is Phil Hardin Road, Newton, NJ 07860, and our phone number is 201/383-3355.

For now, think vertical!

Introducing Shannon Kelly

At 11:16 p.m. on May 12, 1993, Associate Editor Bruce Kelly and his wife Amy became the proud parents of a new baby daughter, Shannon Patricia. Although the Kellys live only three minutes from Newton Memorial Hospital here in Newton, New Jersey, they went 45 minutes north to St. Anthony Community Hospital in Warwick, New York, for

Switch List

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Shannon's delivery. Warwick happens to be where Amy grew up and where her parents still reside — but among railfans Warwick is remembered as the former headquarters of the Lehigh & Hudson River Railway. Today, Warwick sees a couple of NYS&W trains per day, plus an occasional Conrail local.

One of those NYS&W trains managed to be passing through Warwick just as Bruce and Amy were approaching the hospital. Exactly what happened is best described by Bruce himself.

"The doctor had earlier pegged our baby's official due date as May 31, so when Amy started having mild contractions in the wee hours of the 12th, we weren't too concerned. Amy's doctor said to drop by his office (about halfway between Newton and Warwick) around 1:00 p.m., and he'd check things out. It was a gorgeous spring day, and a Susquehanna stack train was due in from Binghamton any time, so I brought along the cameras just in case Amy's baby pains turned out to be a false alarm.

It turned out Amy was already in early labor. We continued on toward St. Anthony's, where Amy would be hooked up to a fetal monitor to confirm whether she was indeed preparing to deliver.

"About two miles from Warwick, we were still only at what *Star Trek* calls 'yellow alert' when the scanner barked with NYS&W stack train HAN2 calling the Cooperstown (New York) dispatcher for a Form D to make the

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RAILROAD ANNUAL passes and trip passes. Wade T. Sharp, PO Box 421, Leavittsburg, OH 44430. 993

WANTED: Photographs, information about Glover Machine Works locomotives, Marietta and North Georgia, Atlanta, Knoxville and Northern. Copies (from original glass plates) of builder's photos of Glover engines available in trade. Martin O'Toole, Box 3221, Marietta, GA 30061-3221. 893

WANTED! ANY CORRESPONDENCE with any locomotive engineer, brakeman, or other RR employee interested in buses, trucks, civil engineering and trains. Dennis Wachal, Box 143, Albumett, IA 52202. 893

RESEARCHING NYC's old Ottawa Division, Tupper Lake, NY to Ottawa, Ontario which featured 2 spectacular island-hopping bridges, each 1000 plus feet long, across the St. Lawrence River at Cornwall, Ontario. Line abandoned 1937 (U.S.), and 1957 (Canada). Bridges partially survived until 1965. Information, photos, film, contacts appreciated. Gary Vee, Box 1343, Cornwall, Ontario, Canada, K6H 5V4. 1193

WANTED: USRA 1919-20 railroad maps. Charles Bogart, 201 Pinoak Pl., Frankfort, KY 40601-4250. 893

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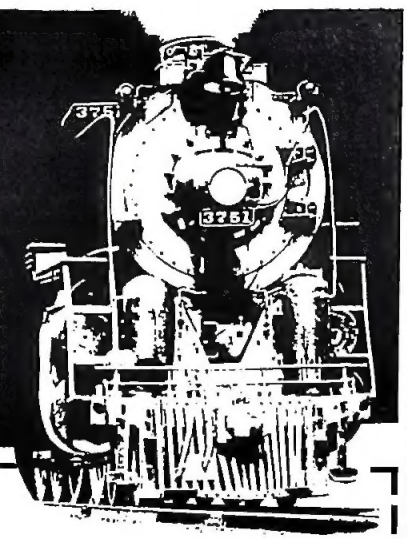

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transition from Conrail trackage rights onto home rails at Pelton Road on the south side of Warwick. We were approaching Warwick from the south; HAN2 was rolling through town from the north; the hospital was roughly in between. Tempting, but this was no time to suggest to Amy that we detour for a photo. Then, as the dispatcher issued the Form D, came the words '...to C&E Extra HL 665...'. Hmmmm. In recent years, I'd heard Cooperstown call out track warrants to PLM and GATX leasers and CP Rail Alcos running through off the D&H, but what was this 'HL' thing? (I had completely forgotten about our April '93 RAILNEWS piece on Helm Leasing demonstrator 665, a GP40 rebuilt with a microprocessor control system.)

"My priorities were still fixed, a bit reluctantly, on the medical matter at hand when Amy, who has learned how to decipher most railroad radio jargon, smiled and asked, 'would you like to get a picture of it?' She even knew that our next left turn would lead directly to the locally famous photo spot (barn, cows and stream) at the Baird's Lane crossing. Perfect timing: I snatched a fairly decent shot of the unusual unit (page 73), Amy waved to the crew, and five minutes later we entered the hospital to begin our eight-hour adventure of first-time child birth (yes, Amy did all the *hard* work).

"In the more than four years I've known Amy, she's proven her interest in railfanning by such exploits as sleeping in the back of the Blazer in freezing weather at Sand Patch and joining me on mile-long hikes in the Canadian Rockies, but her train-before-the-baby idea was the ultimate. Friends and relatives have already given Shannon some choo choo

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clothing, and our book case holds a couple of Thomas the Tank Engine titles. I have no doubt she'll follow in Mom's footsteps."

Hi-Tech versus Steam

It's always a challenge to run a steam locomotive on today's hi-tech railroads that have things like hotbox detectors that weren't programmed to cope with cylinder cocks, rod bearings and firepans. On the Clinchfield Santa trips last November (February '93 R&R), Union Pacific's Challenger 3985 discovered a new trick it could play on today's hi-tech world. Running as Clinchfield 676, the oil-burning 4-6-6-4 can usually work a pretty clean stack, though it does smoke a bit when drifting, working very hard or under changing-throttle conditions. Upon entering the first of the Clinchfield's numerous tunnels with the Santa train, the 676 lit off the modern household smoke detectors that had been put in all the CSX business cars! (It seems that the CSXers had blocked the end doors open to facilitate moving the boxes of toss-off gifts through the train to the rear platform.)

When notified on the radio, the 676's fireman responded appropriately. I'm not saying he *really* let 'em have it on the next tunnel, but it is sufficient to say that the smoke detectors remained a bit of a nuisance in the office cars and a source of some fiendish delight in the locomotive cab.

KODACHROME: BRUCE KELLY, WHILE WIFE AMY WAS HAVING CONTRACTIONS EVERY FOUR MINUTES

BRUCE KELLY became a father on May 12 just nine hours after taking this shot of Helm demonstrator 665 leading NYS&W southbound stack train HAN2 at Baird's Lane as he was driving his expectant wife to the nearby hospital in Warwick, New York . Believe it not, it was wife Amy's idea to head off the highway to catch the perfectly timed train. Both Amy and daughter Shannon are doing fine.

The Russians are *here*!

Railnews

THREE FUJICHROMES: J. STEPHEN SANDIFER

RUSSIAN TEM7A LOCOMOTIVES were delivered to the American Grain Company at the Port of Houston, Texas, on March 29. The eleven 2000-h.p. units, built by the Lyudinovo Diesel Works and imported for resale in the U.S., ride on "articulated four-axle trucks" (**left**) that are actually twin two-motor, two-axle trucks joined by a span bolster (B+B-B+B). See page 44.

A PV TRIP during April 2-4, 1993, was run between Charlotte and Pinehurst, N.C., for the Southeastern Region of AAPRCO by the AC&W. Newly painted GP38 3803 is leaving Charlotte (**right**) on April 2nd. See page 44.

KODACHROME GREG JOHNSON

KODACHROME ALEX MAYES

MARC's EX-BURLINGTON E9s are now in weekday commuter service between Washington, Baltimore and Martinsburg. The six units, 9902, 9905-8 and 9911, were purchased from Chicago's Metra in January. Renumbered respectively as MARC 64-69, they received mechanical work at CSX's Riverside Shop in Baltimore before entering service. E9 67 is shown leading F9PH 85 and train 277 by the former B&O station at Point of Rocks, Maryland, on April 27.

KODACHROME: MIKE DEL VECCHIO

NJ TRANSIT U34CHs are on the way out. The 4154 (**right**), seen at Lansdale, Pa., on May 10, is among three on lease to SEPTA. NJT is replacing its big GEs with more GP40PH-2s such as the 4146 (**above**), which was at Dover, N.J., on April 25. See page 44.

KODACHROME: JIM BOYD

ABERDEEN & ROCKFISH 2-8-2 40 returned to service on the Valley Railroad at Essex, Connecticut, on May 1, 1993, after undergoing a drawn-out overhaul that began in 1986. The engine had been test run last December but was not painted and lettered until warmer weather arrived this spring. It was photographed at Essex wrapping up work on May 1. See page 42.

KODACHROME: DALE WOODLAND

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